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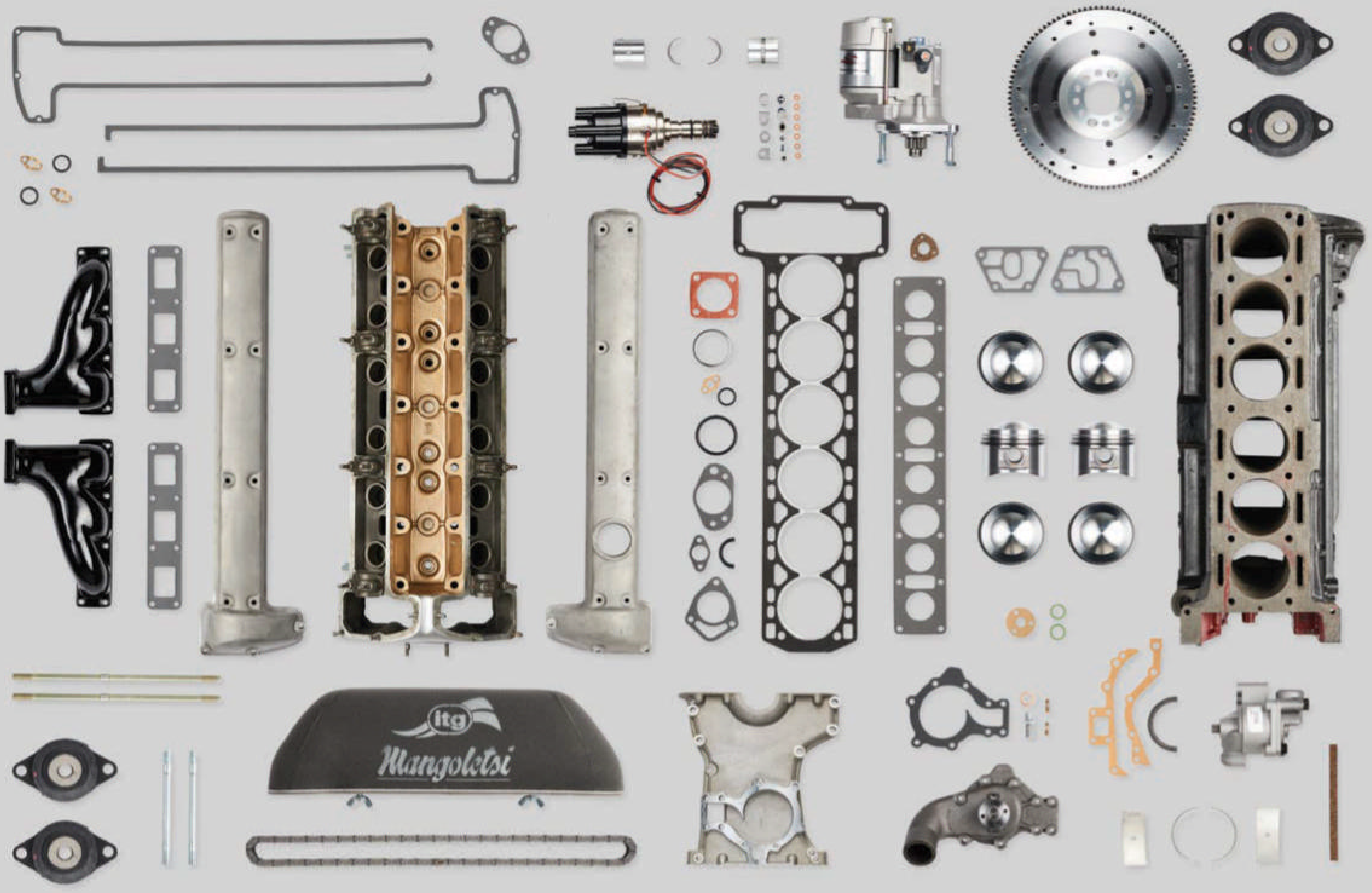
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XKR- S vs F-PACE SVR

Same 550PS 5.0-litre V8, but two distinctly different cars

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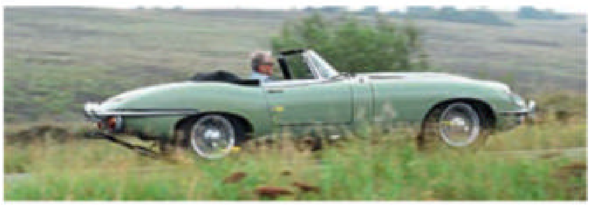
Shhh…

I saw my father for the first time in six months recently – he's the Tony Curtis look-a-like driving the E-type Series 2 across the Yorkshire Moors on p64. But don't tell him I said that. As well as gossiping about the rest of the Walton clan, he's always saying that he has no idea how we keep coming up with fresh ideas for *Jaguar World*. "Surely you've done everything by now?" Obviously, I replied it was tough and the result of hard work, late nights etc, etc. But that couldn't be further from the truth. With 75 years of Jaguar history (more if you go back to its Swallow and SS periods) there's always lots to say about the company and its cars, especially as it has survived into the 21st century (not something that can be said about most of its British rivals), being a thriving, ever-changing, modern company with a full range of models. Take our two cover cars, the XKR-S and F-PACE SVR. Both have the same version of the 5.0-litre V8 but are used in very different adaptations of a Jaguar, resulting in a fascinating comparison. You can find out which one we prefer on p22.



Top cars such as this E-type drive *JW's* content

Then, there are the many modifications that owners make to their own cars, such as the XJ-S on p34. Despite starting life as a standard 3.6-litre, it's now a 6.5-litre V12 – making it fast, unique and definitely worth a closer look.

The story of tired cars being brought back to life is always captivating and the restoration of the gorgeous Mk 1 on p40 is a perfect example of this; as is the XK 120 on p46 for those that have a competition history – Jim Patten explains how this beautiful open two-seater once raced in the Jersey Grand Prix.

I often hear a little voice in my head (that belongs to our own Craig Cheetham, funnily enough) that suggests interesting twin tests with Jaguar's rivals. We can only explain how good Jaguar cars are by pitching them against those they needed to beat when new. The comparison with an XJ6 and BMW 7-Series on p54 is Craig's latest, and there's many more to come.

Finally, add the fact that all Jaguars should – no, need – to be driven, none more so than the E-type Series 2 the old man enjoyed, and you begin to understand how *Jaguar World* makes itself.

But don't tell him I said that, either.

Paul Walton
Editor

CONTRIBUTORS

JIM PATTEN
Jim looks at the history of the beautiful XK 120 that competed in the Jersey Grand Prix (p50)

CRAIG CHEETHAM
What's the best Nineties saloon – XJ6 or 7-Series? Read Craig's test of both to find out (p54)

LAURA JONES
A holiday to Wales results in further issues for her X-TYPE 2.2 estate. She shares them (p79)

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40 RESTORED MK 1

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46 XK 120

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54 XJ6 3.2 vs BMW 728i

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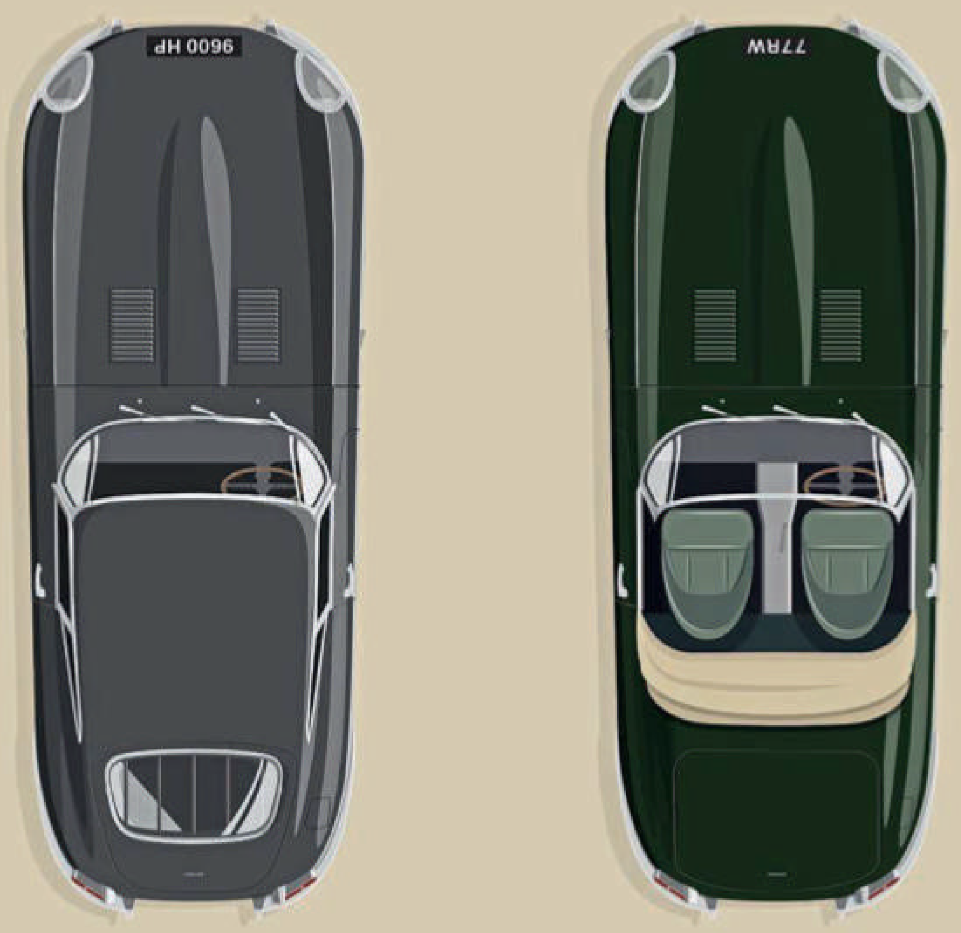

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LIMITED-EDITION E-TYPE EXCLUSIVE

Jaguar Classic is to create six matching pairs of E-types to celebrate the sports car's 60th anniversary in 2021

CALLED THE E-type 60 Collection, each pair of cars pays tribute to two of the oldest and most famous Jaguar E-types of all: 9600 HP and 77 RW, cars that played pivotal roles in the E-type's world debut in Geneva, Switzerland, in March 1961.

The Opalescent Gunmetal Grey 3.8-litre fixed-head coupe registered 9600 HP was one of the first two E-types unveiled to specially invited guests at the Parc des Eaux-Vives. It was driven flat out to Switzerland from Coventry the night before the launch by public relations manager Bob Berry, who arrived with minutes to spare for demonstration drives.

When the outstanding reaction to the E-type resulted in an overwhelming demand for drives, legendary Jaguar test and development engineer Norman Dewis was told to drop everything and drive the British Racing Green 3.8-litre open two-seater registered 77 RW overnight from Coventry to Geneva.

Both cars were also used for media road tests, including runs to the car's 150mph top speed.

Every E-type 60 Collection pair, built by the team at Jaguar's Classic Works facility in Warwickshire, will include one grey coupe to represent to 9600 HP and a roadster green, like 77 RW, each with unique paint formulations exclusively reserved for these cars. They will also feature a number of 60th anniversary commemorative design details created in conjunction with Jaguar design director Julian Thomson.

Said Dan Pink, director of Jaguar Classic. "The Jaguar E-type is a genuine icon, as sensational today as the moment it was unveiled in 1961. It is testament to the E-type's advanced design and engineering that it can still be enjoyed and admired as passionately almost 60 years on."

Lister reveals 195mph Stealth SUV

Lister has taken the wraps off its F-PACE SVR-based Stealth. A thorough update to the 5.0-litre supercharged V8 engine has resulted in 666bhp and 650lb ft of torque, a 22 percent increase over the standard car.

The process began with a custom-built intercooler and a high-performance air filtration system for optimising combustion temperatures and airflow into the unit. There are also upgraded dual supercharger pulleys.

As a result, the Stealth has a top speed of 195mph and reaches 60mph in a mere 3.6 seconds, making it not only the fastest-accelerating SUV Britain has ever produced, but also the most powerful.

The Lister Stealth has a number of handmade bodywork enhancements that contribute to the car's aerodynamic performance and engine cooling, including a redesigned carbon fibre front bumper that features two large air intakes, while the front splitter increases aerodynamic efficiency. A large, carbon fibre rear diffuser sits in the middle of a new rear bumper to create additional downforce. Completing the distinctive exterior look are matching side skirts and wider wheelarches to give the Stealth its purposeful stance, all of which is complemented by Lister-designed 23in forged wheels.

Lister has also fitted a custom-designed, stainless-steel exhaust system with carbon fibre tips to deliver gains in overall power output, giving the Stealth an unmistakable and thunderous soundtrack.

Inside, the Nappa leather interior can be tailored to every customer's specification. Up to 36 individual colour choices are available with a further 90 different stitching options covering all aspects of the cabin – from the sport seats, dashboard and steering wheel to the seatbelts and roof lining.

Just 100 examples are earmarked for production worldwide with prices starting from £109,950.

JLR'S STATEMENT

Standing five floors high and spread over a substantial 17,000sqm footprint, JLR's first UK Statement Site has opened its doors to offer an outstanding retail environment.

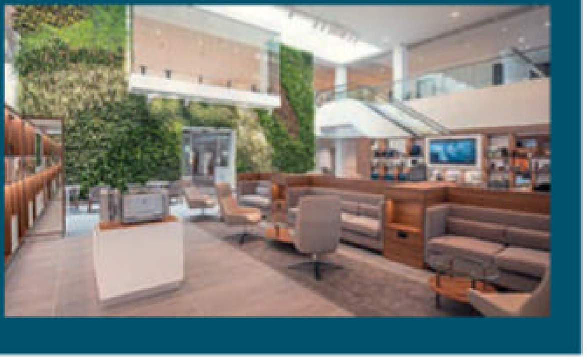
After two years in construction, the new showroom – Guy Salmon South West London – is only the second of its kind globally. It has room for 130 new, used and classic vehicles including Jaguar and Land Rover's complete portfolio of vehicles, products and services, and offers more than 400 parking spaces. Its Special Vehicle Operations centre boasts a bespoke commissioning suite and exclusive SVO lounge.

A prestigious fully covered, three-lane drive-in reception area adds high levels of quality and care, providing customers with a valet-style service for quick and convenient delivery or collection of their vehicle for service.

The bodyshop, with 26 ramps, two dedicated MOT test lanes and a cosmetic repair area, is fitted with such state-of-the-art technology as the fully automated four-wheel alignment system.

The centerpiece to the design-led property is a living wall that stands at 60sqm, giving customers a glimpse of Jaguar Land Rover's commitment to its Destination Zero strategy for a cleaner, safer and sustainable future. The building itself has been designed and built to create an ultra-efficient environment, key features being its excellent insulation, wastewater recycling and extensive EV charging points.

Rawdon Glover, Jaguar Land Rover UK managing director, announced, "The new Jaguar Land Rover Statement Site represents a significant addition to our UK retailer network. With our partners at Guy Salmon, we are offering a new experience for customers and have created an outstanding retail environment that uses beautiful design and the latest technology to reduce environmental impact and provide the local community with jobs and services."



E-PACE milestone achievement

The E-PACE has achieved a rare automotive feat after it was ranked highest in its class in two surveys in North America, having established itself there as a unique luxury SUV for discerning customers.

Conducted by an industry leader in evaluating vehicle quality, JD Power, the E-PACE was named Top Small Premium SUV in both the 2020 Initial Quality Survey (IQS) and the Automotive Performance, Execution and Layout Study (APEAL) categories. Importantly, it marks the first time that a Jaguar model has been named top of its respective category in both the IQS and APEAL assessments, representing a milestone achievement for the Jaguar brand.

Joe Eberhardt, President and CEO of Jaguar Land Rover North America, proudly said, "Given Jaguar is relatively new to offering SUVs, we are thrilled that the E-PACE has received not one, but two JD Power awards for its top-notch initial quality and overall desirability."

FIA Formula E Championship

Despite valiant efforts by its drivers, Panasonic Jaguar Racing faces a disappointing end to the 2019/20 Formula E season in Berlin

Rounds 6 & 7 – 5-6 August 2020

With a slim chance that Jaguar Racing's driver Mitch Evans could take the 2019/2020 FIA Formula E Championship, hopes were high when the team headed to Berlin's Tempelhof circuit for the final six races of the season. Sadly, the Kiwi's hopes were dashed after a string of bad luck and poor qualifying positions.

After starting eighth in the first race, Mitch fought his way to sixth in the middle of the race, conserving his energy and carving through the pack. But, after a late full-course yellow, Andretti Autosport driver Maximilian Guenther clipped the Kiwi's Jaguar I-TYPE 4 and sent him spinning out of the points, eventually finishing 13th.

"The whole day has not gone as we'd liked," says Evans. "Qualifying felt okay, but that was not the race result we worked hard for. I got caught up in everyone's else mess after the Safety Car came out and everyone bunched up – I don't think the cars behind realised I was going a bit slow to take the corner so clipped me and I spun. I was trying to carve my way through, so it's annoying."

Evans' teammate, James Calado, had a day to forget after technical issues with his I-TYPE 4 cost him valuable track time in both practice sessions. A precautionary powertrain change resulted in a 60-place grid penalty, which meant starting in 24th and a ten-second stop/go penalty. Ultimately that hampered his chance of points and he eventually finished 15th.

Round seven the following day was just as difficult. Despite climbing up the field from 17th, Evans finished just outside the points in 12th, while Calado came home in 20th following a drive-through penalty for a technical infringement.

Rounds 8 & 9 – 8-9 August 2020

Although Calado had a torrid time, round eight was a better race for Evans. After qualifying 19th, he scythed through the field to ninth, setting the fastest lap in the process for a valuable point.

Explained Evans after the race, "After a disappointing qualifying, I had a really good feeling in the race and managed to make up ten places, finishing ninth with a fastest lap and our first points in Berlin, which is a nice step forward."

Meanwhile Calado, despite out-qualifying his team-mate and making up an impressive three places on the opening lap, became an innocent victim of Sette Câmara losing control of his GEOX Dragon. Câmara's very heavy contact sent Calado spinning, causing terminal damage to his I-TYPE 4 and ending his race.

Having qualifying 10th in round nine the following day, Evans scored further points after fighting his way through the field to trade places with René Rast and Felipe Massa and finish seventh.

Calado also improved his qualifying performance but struggled with car balance during the race, despite battling as high as P12 at one point in the race. He eventually crossed the line in P17.

Rounds 10 & 11 – 12-13 August 2020

Calado was unable to compete in the final two races (due to a clash with the World Endurance Championship, where he races for Aston Martin), so his place for the final two rounds was taken by Jaguar Racing's reserve drive, Tom Blomqvist. He initially impressed by lining up sixth on the grid and was in a points-scoring position before falling back to 12th.

Mitch Evans lined up 13th on the grid and fought well in the middle of the pack to move up six places and cross the line in seventh.

For the second race of the meeting, and last of the season, Blomqvist battled valiantly to 17th after a promising qualifying start of 12th.

Mitch Evans, meanwhile, gained 12 places after tough qualifying and cruelly missed out on a points finish in 11th, and a disappointing seventh in the championship.

"We'll come back stronger next year," he vowed afterwards, "and have another crack at it. Thanks to everyone for your support this year, and see you next season."

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JEC XK Series and Mike Hawthorn Challenge Bentley Drivers' Club meeting, Silverstone 22 August 2020

WORDS **COLIN PORTER**
PHOTOGRAPHY **NICK GAGE & COLIN PORTER**

YOU MUST give credit to the Bentley Drivers' Club for putting on such a wonderful race meeting in this difficult year, assembling some fantastic grids. No less could be true of our XK Series and Hawthorn Challenge, either, with six Jaguar Mk 1s gracing the field.

Silverstone's National Circuit was dry and sunny, if a little windy – which influenced some qualifying times, particularly for the open-top cars. Qualifying sessions were split into two, the Hawthorn cars qualifying with the FISCAR and AMOC, and the XK Series with the Bentley All-comers.

Finding clean air for a fast qualifying lap was the biggest issue for the Hawthorn saloons, with 42 cars on this shorter Silverstone circuit. John Young was able to acquit himself the best of the Mk 1s in IVA 400, owned and prepared by Nigel Webb. Glenn Pearson was a second behind, also in his Class B Mk 1, while Nigel Webb put his Lister Jaguar Mk 1 on the next row of the grid, directly behind Pearson.

A little further down the field, Simon Seath managed a decent time in his Mk 1, despite the loss of a fair amount of coolant, being six-hundredths-of-a-second quicker than debutant Benjit Dhesi, who made a great start in the number 49 Mk 1. Meanwhile, Simon Aldridge was also making his UK debut with a Mk 1 that was previously raced in New Zealand, before Simon acquired it for racing in the US.

Qualifying for the XK's was a little more straightforward, in a much smaller group of 18 cars. Geoff Ottley was the quickest of the trio, in the XK 120, ahead of Claire Keith-Lucas in the XK 150S and Chris Keith-Lucas's X120. Chris, unfortunately, experienced fuel pump issues, meaning he had to coast the corners.

Race

With the XKs and saloons reunited on the grid, Young was able to make an excellent start in the slipstream of the faster Lister and E-type ahead of him, and was never headed in the Class B race for a flawless flag-to-flag class win.

A little behind, Pearson needed to be at his best to hold off the close attention of Webb's Lister Jaguar Mk 1, Pearson only able to relax a little in the closing couple of laps after he had established a six-to-seven-

Claire Keith-Lucas ahead of Simon Aldridge

BELOW: Glenn Pearson laps Geoff Ottley

Robert Farrell leads John Young

Elke Wellhausen leads Robert Farrell

ABOVE: XK Series and Hawthorn cars, plus Lister Knobbly at Silverstone 2020

second gap; this for the class and overall podium places in the Hawthorn Challenge.

Ottley, in the XK 120, made excellent progress through the field from the back of the grid for the Drive of the Day after finishing seventh overall, just ahead of Michael O'Shea in the only Mk 2. Despite newcomer Benjit Dhesi's spin at Maggots, he recovered undamaged for an excellent debut in the Mk 1. He was closely followed by fellow debutant Simon Aldridge, who enjoyed battles throughout with Hannah Reed's (AMOC) DB2 and Claire Keith-Lucas in the XK 150S.

Sadly, there were retirements for Simon Seath (coolant) and Chris Keith-Lucas (fuel pump).

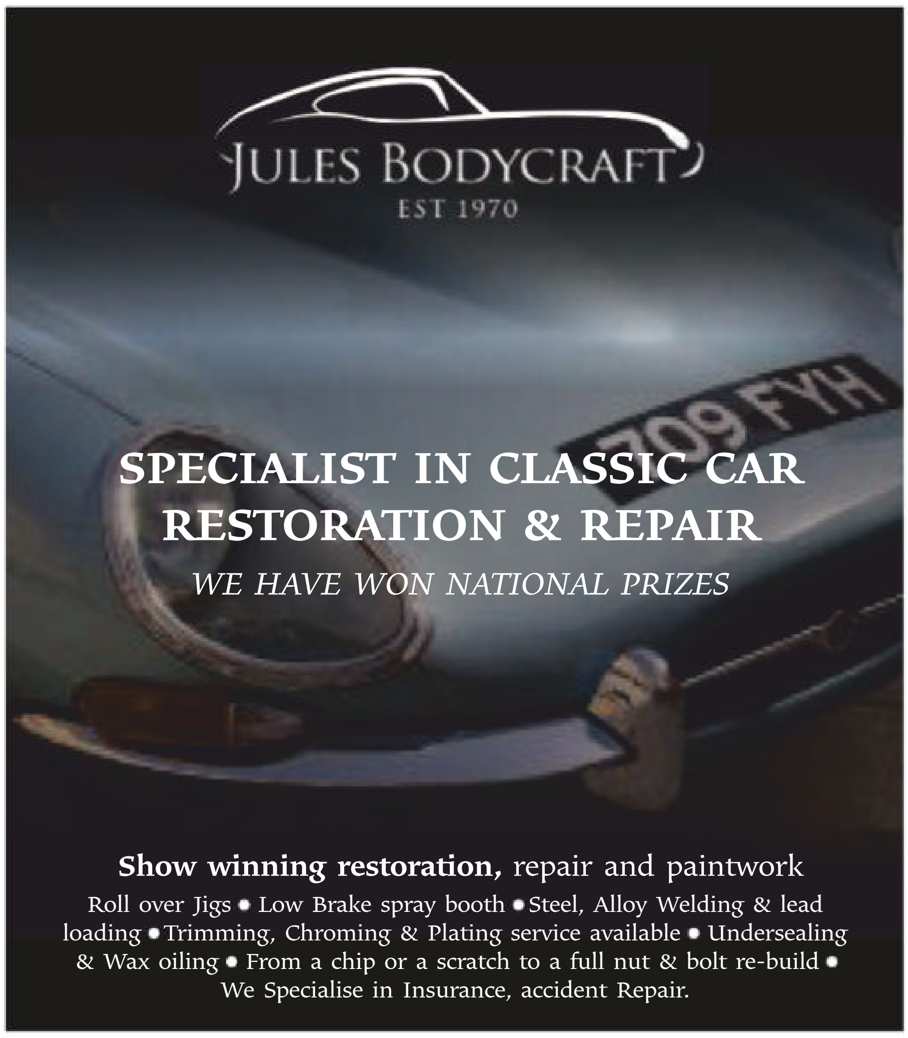
Coolant issues ended Simon Seath's race

Michael O'Shea in Mk 2 leads Geoff Ottley in XK 120

Newcomer Simon Aldridge in his Mk 1

John Young made an excellent start

Glenn Pearson and Nigel Webb in Mk 1s



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LETTER OF THE MONTH

I recently subscribed to the magazine and must say that I am very impressed with the contents. Initially, I thought, "What is this small-looking thing?" But one should never judge a book by its cover.

When I was growing up, my dad had a number of XJ saloons and also a Daimler. To me, a Jaguar should be all about sporty elegance, comfort and style. Sadly, since 2009, Jaguar no longer makes any cars that fit this description, with only the F-TYPE coming close, but that has too many gimmicks and fake noises for my liking.

So, for me, the X358 XJ was the last real Jaguar, and even that had become a little tall. Therefore, I have to fully agree with the letters from John Spiller and David Randall [see JW, August 2020].

Apart from the F-TYPE, all Jaguars are now bland, soulless and look like any generic car model: a kind of mix between Audi and Alfa Romeo. It is very sad and disappointing that the decision-makers decided to destroy the classic looks that were unmistakably Jaguar and allow such hideous new models to be built. It is an absolute travesty, decreasing the value and appeal of the brand.

Now, I can't recognise a Jaguar unless I see the badge and have no desire to own one of the current range. However, I will be looking to purchase an XJ or XK8 (first model) in the future.

Keep up the excellent work.

Anthony Shilson

Change (but not for the better)

I've just started reading the August 2020 issue of *Jaguar World*. On the First Word page, written by editor Paul Walton, Paul makes the comment that Sir William Lyons would be proud of the way the company is going about its business. Turning to the Mailbox page, I am confronted by Mr Spiller's letter. His opinion would appear to be contrary to Paul's, giving the impression that quality has fallen and the XF is built to a price, a comment levelled at Mercedes-Benz some years ago.

Manufacturers today seem to be more interested in providing the largest touchscreen possible, and artificially enhancing – and I use that term loosely – the exhaust note, the resulting noise sounding like something from a Play Station game. Imagine paying £60k for a car that sounds as if it needs the exhaust replacing.

Jaguar is not alone in going down this particular and unpleasant-sounding road. However, although much has indeed changed at Jaguar, it isn't always for the better.

David Adams

►

What happened next...

I really enjoyed Paul Walton's article Fit for a King about the ultra-low mileage and former King of Brunei's XK8 in the September 2020 issue. Paul referenced the April 2017 issue and a pristine 14,000-mile 2005 XK8, an article that prompted me to source and purchase that car. It has none of the royal heritage of that example, but still has been an absolute delight to own for the last three years.

In that time, I have managed to take the mileage up to 15,800. It has been pretty well faultless and still retains the aura and smell of a new car.

Andrew Reeves

GOODWOOD
MOTOR CIRCUIT
GEF 586

Fewer still

Thank you for another great issue of *Jaguar World*, which arrived yesterday. It is a fantastic publication anyway, but during lockdown was an absolute saviour, so many thanks to each and every one of the team.

I was particularly taken with the article on Paul Valentine's ex-Brunei XK8, a beautiful example now becoming very rare. I could not help responding to your thoughts at the top of page 44, "It's doubtful if there's an XK8 with even less mileage," so I've attached some images of my own XKR 4.2, which has covered just 5,100 miles. Like Paul Valentine's car, it has actually travelled a few more miles at sea, as it spent the first three years of its life on display with the Jaguar main agents in the Channel Islands.

Ray Brooks

German beauty

Referring to your article American Beauty in the September 2020 issue, p54, about an early XJ-S, I have some information about our 1976 XJ-S manual gearbox RHD car, chassis no 2W2027, and formerly registered OCT 535R, which has matching numbers.

I bought the car in February 1998 in a very bad state with 65,000 miles on the clock, and started a nut-and-bolt restoration until the body-in-white was repainted in Old English White and the engine was completely reconditioned. I then gave the XJ-S over to my son, Dino, who reassembled the car without any assistance from me.

In April 2013, after a 15-year-long restoration with a lot of ups and downs, the car was finally registered MA XJ 27 H – MA is for Mannheim (the town where we live) XJ 27 is the Jaguar Experimental Code for XJ-S models and H denotes it is a historical vehicle.

We restored the XJ-S to original factory condition as we have all our other Jaguars and Daimlers. The complete Russet-coloured interior is the original factory-fitted one from new. Only the headliner has had to be renewed because of decomposed foam padding.

Since registering the car in 2013, the XJ-S has been to Switzerland several times and to Belgium for the Spa Classic, as well as to the UK for the International Beaulieu Autojumble and the Goodwood Revival, all without fault.

Today, the clock shows 70,000 miles. Every time I am out on the open road, it is a pleasure driving without the restrictions of an automatic gearbox.

Best regards from a reader since the magazine's early days as *Jaguar Quarterly*.

Rolf Bohrmann

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RICHARD BREMNER

Thierry Bolloré

THIERRY BOLLORÉ is a name you will hear a bit more of if you follow the fortunes of Jaguar Land Rover. As of 10 September 2020, he became the company's new CEO, replacing Sir Ralf Speth, who, at 65, has been elevated to executive chairman after running the business – for the most part very effectively – for ten years. Frenchman Bolloré was previously the boss of Renault, having joined the board of the French giant in 2012. Before that, he held senior posts at Michelin and Faurecia, the vehicle component supplier.

Bolloré's life as Renault's boss was not a long one, his tenure brought abruptly short a mere ten months after it had started by the scandal around Renault-Nissan-Mitsubishi Alliance boss Carlos Ghosn. Ghosn was arrested two years ago in Japan for alleged financial improprieties, and after several periods of imprisonment escaped the country illicitly to his native Lebanon, said drama involving secret agents and a musical instrument case.

Bolloré was a Ghosn protégé, and was unceremoniously sacked to distance Renault from the man who had famously saved Nissan from bankruptcy more than 20 years ago. Bolloré described his October 2019 removal as, "A strong-arm coup." That his relationship with his then equivalent at Nissan, Hiroto Saikawa, had virtually broken down would have been another factor, as was a deteriorating relationship with Alliance chairman Jean-Dominique Senard.

So, it's no surprise that a Financial Times' profile of Bolloré paints a picture of a man who can be polarising. But, Bolloré also successfully worked closely with a variety of car companies during his period at Faurecia, including Mercedes, BMW, Bentley and JLR itself, experience that will be invaluable to him now. As will his reported habit of driving competitors' cars at the weekend, his experience of premium models prompting him to order the upgrading of the Alpine A110 sports car's interior before it went on sale. Bolloré also presided over one of the most successful aspects of the Renault Nissan Alliance – the combining of the two companies' purchasing departments, reaping plentiful savings.

A *FINANCIAL TIMES'* PROFILE OF BOLLORE PAINTS A PICTURE OF A MAN WHO CAN BE POLARISING

Making savings will be among Bolloré's top priorities now, Covid-19 holing the company's finances below the water line. If you're wondering about the allusive nautical cliché, expect to read plenty more as Bolloré becomes better known in this country, his greatest passion being sailing, according to the FT.

Of his new role, Bolloré says, "Jaguar Land Rover is known around the world for its peerless brand heritage, exquisite design and deep engineering integrity. It will be my privilege to lead this fantastic company through what continues to be the most testing time of our generation.

"Renowned for their passion and spirit, the people of Jaguar Land Rover are the driving force behind its success. I couldn't be more excited to join the team continuing to shape the future of this iconic company."

Straightforward, focused, precise and considered are some of the words those who have met him use to describe the man, and he will need all of those qualities and more to pull JLR through the storm.

Martin Robey
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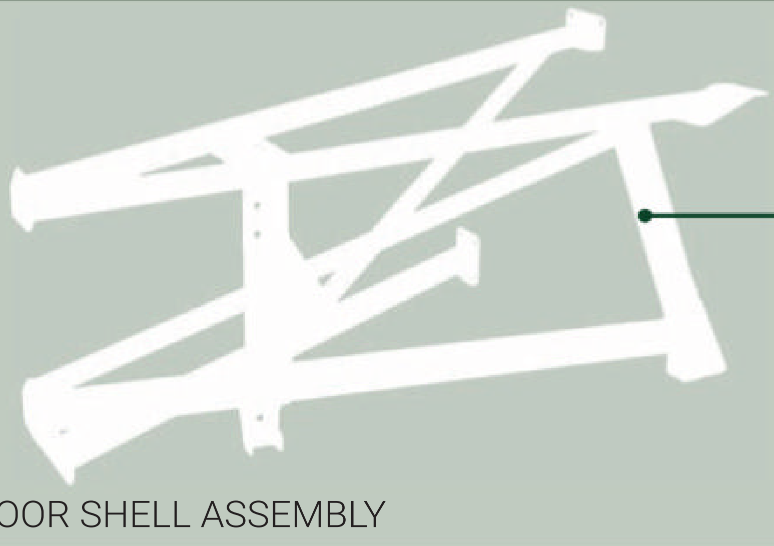

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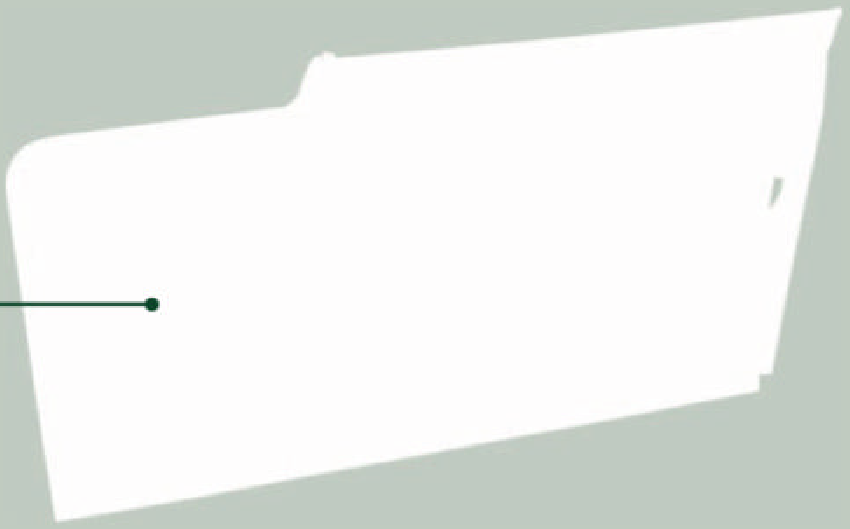

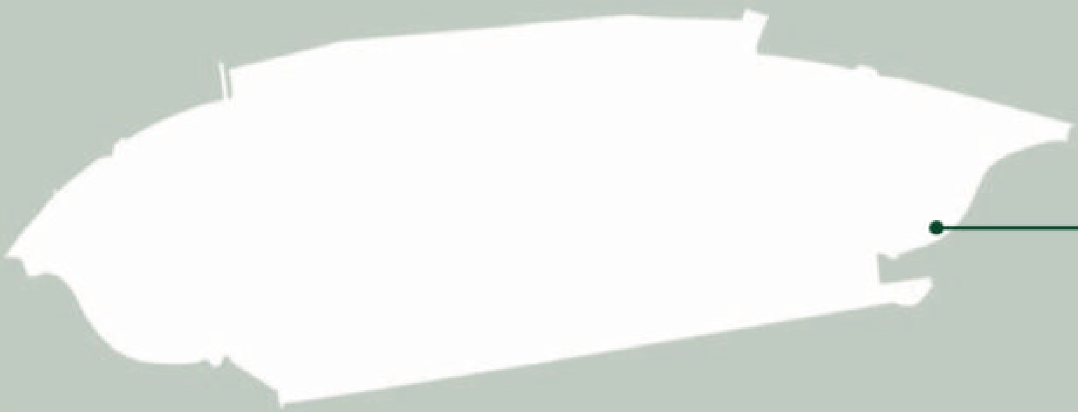

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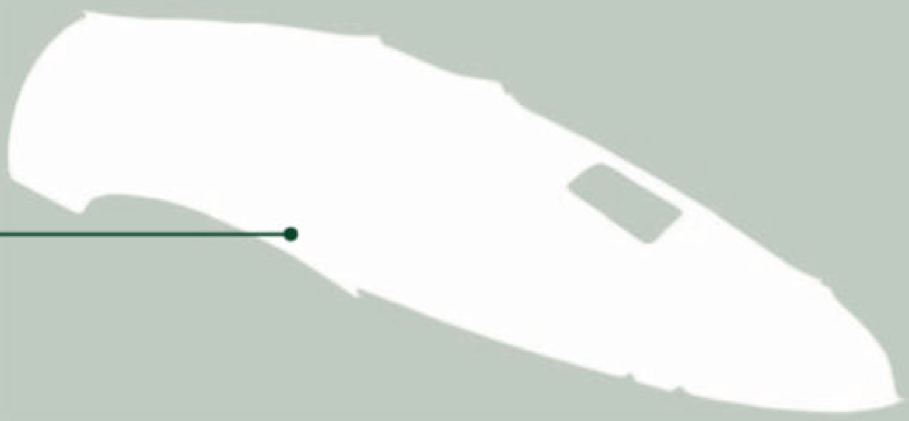

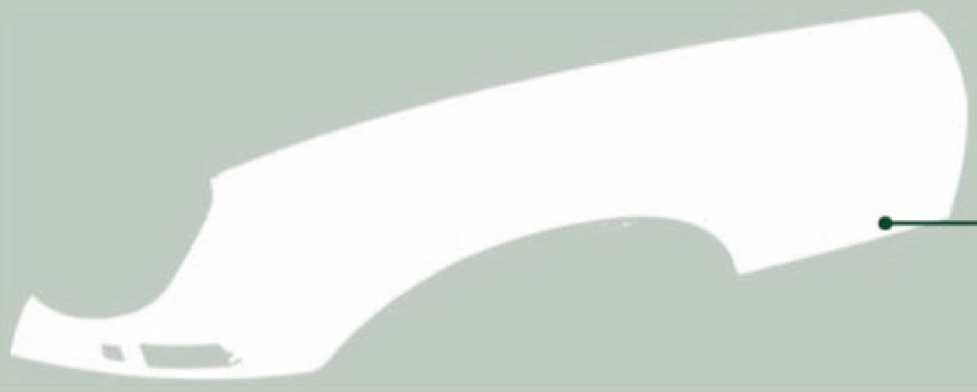

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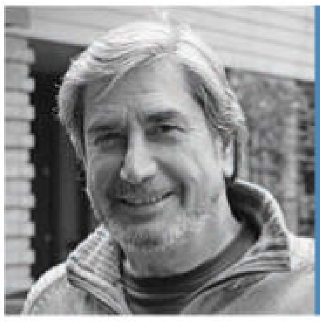
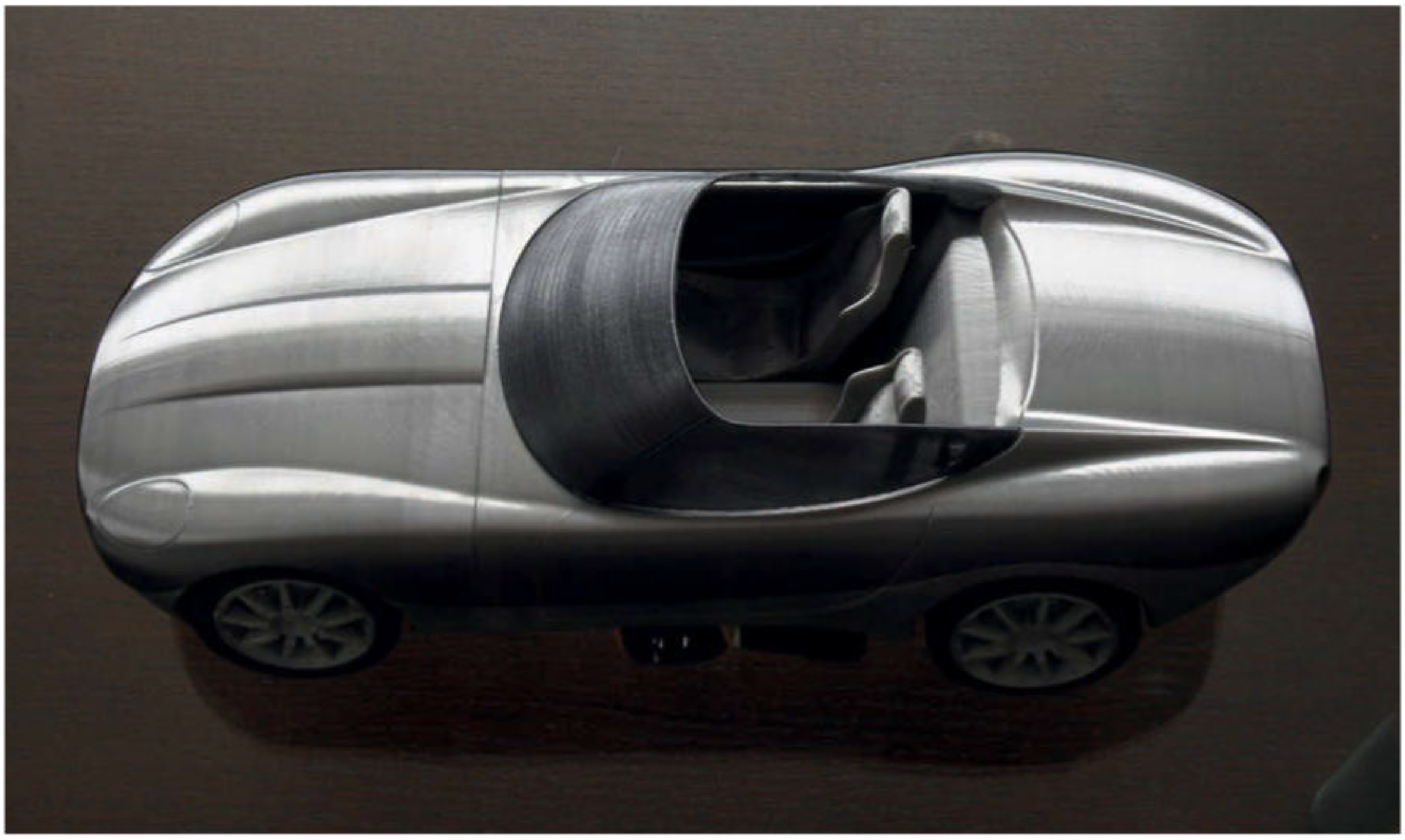


KEITH HELFET

Printing the F-type Concept



IN THE September 2020 issue, I talked about the diecast scale models that Maisto produced of my designs, including the XJ220 and XK 180. The company also got close to producing a model of the F-type Concept in the early 2000s, even coming to Jaguar's studio to measure the car. But, for various reasons, permission was denied before one could be produced. Not long after, the entire F-type Concept project was cancelled so there has never been a scale model. Consequently, I decided to make, or rather print, my own, having recently bought a 3D printer for some of my artwork.

During lockdown in March and April, I – like many others, including a team at Jaguar Land Rover – was enlisted to produce some much-needed personal protective equipment (PPE) for the NHS, which I was very happy to do. As well as helping a worthy cause it also gave me more knowledge and confidence in 3D printing, so when the medical products were no longer required I thought I'd have a go at printing the F-type Concept. I don't decorate the house with much of my stuff, but I do have 1:18-scale models of the XJ220 and XK 180 in my office, and have always wanted an F-type Concept to sit alongside.

I HAVE 1:18-SCALE MODELS OF THE XJ220 AND XK 180 IN MY OFFICE, AND HAVE ALWAYS WANTED AN F-TYPE CONCEPT TO SIT ALONGSIDE

Although not easy, I had a head start because the Jaguar CAD (computer-aided design) team gave me the actual surface data of the car when I was still there, meaning the exterior of my model is accurate. However, it took a lot of work to complete because the interior and wheels had to be remodeled in CAD, as did many other areas that were missing.

I then printed the model in polylactic acid; a derivative of sugar cane, it gives a shiny finish that is perfect for scale models. Each layer is a mere 0.12mm thick and the model was printed in two longitudinal sections (that took 12 and 24 hours to print, respectively) before being joined together. I then added the wheels, tyres, screen and seats separately.

Including the CAD work and prototypes, it has taken me several months to complete and has been fulfilling to revisit the design 20 years on. I've always been proud of the car and the fact that others liked it, as proven by the 50,000 orders that were taken by dealers following its debut at the 2000 Detroit Show. I had no brief and could do what I thought was right and so designed a car for me. Two decades on and all its surfaces still have movement, acceleration and sculpture, attributes that distinguished Sir William Lyons' and Malcolm Sayer's cars from the rest.

I probably wouldn't have done it without lockdown, but it's been a wonderful nostalgic trip, resulting in an F-type Concept of my own.

■ ***Keith Helfet was a Jaguar designer between 1978 and 2002. His most famous creations are the XJ41, XJ220, XK 180 and F-type concept, plus the design themes for the XK8. He currently runs his own design company***

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WORDS & PHOTOGRAPHY **PAUL WALTON**

TWIN TEST

BALANCE OF POWER

Once reserved for Jaguar's fastest models, such as the XKR-S in 2011, the 550PS version of the supercharged 5.0-litre V8 is now used across its range, including in the current F-PACE SVR. Wondering whether the best application of this magnificent engine is in a sports coupe or sports utility vehicle, we head to one of the best roads of the East Sussex coast to find out

ONE OF my favourite series of corners can be found in the middle of Beachy Head Road, a glorious river of grey asphalt that follows the many twists and turns of the East Sussex coastline, giving magnificent views over the English Channel. The famed Z Bends consist of a tight right-hander followed by a long, sweeping left. The combination of the speed of these corners and the way the road swiftly drops gives this hard, demanding road a roller coaster feel – the perfect place to test an XKR-S.

Although a decade has passed since the model's debut, it remains a formidable machine and, with 550PS (543bhp), it is one of Jaguar's fastest and most driver-focused cars in the company's long history. Which means very little should be able to keep up with me.

But when I look in the mirror, it's filled with a large, unforgiving SUV-shaped lump, and it's not going away. You'd think the R-S could shake off a utilitarian off-roader with ease, but this is no ordinary SUV. Powered by the same 5.0-litre V8 as the XKR-S, the F-PACE SVR is as much a weapons-grade performance machine as the sports car, but with the added advantage of offering room for five, plus large cubby holders and a sensible boot.

But does that make it better than a purebred sports car? There's only one way to find out and that's to head to the south coast.

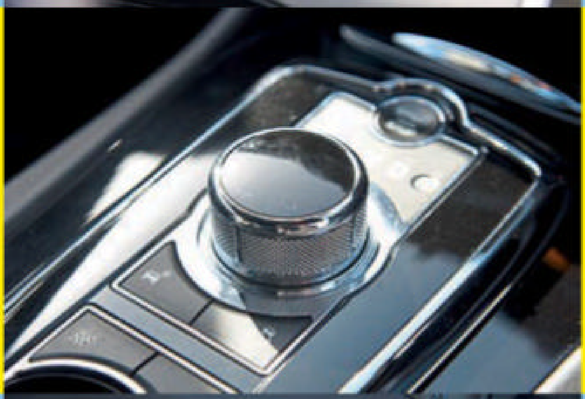
There was genuine surprise when the XKR-S 5.0 was revealed at the 2011 Geneva Motor Show. Featuring a 550PS version of Jaguar's supercharged 5.0-litre V8 – a 40PS hike over the standard model and 20PS over the previous year's limited-edition 75 model – it made the car the most powerful production Jaguar since the XJ220 two decades earlier. The resultant performance was similar to that of the mid-engined supercar – top speed was an astonishing 186mph while the sprint to 60 took a mere four seconds – but this wasn't a hand-crafted supercar; it was an off-the-shelf sports coupe and convertible, the latter arriving the following year.

It needed more than just the engine's brute force to achieve this huge speed, though. It required the biggest and most extreme makeover in the XK's history.

Based in part on the same aero package as the 75, it included a new bumper design, with near-vertical feature lines running down from the edges of the oval air intake, supporting the new carbon-fibre splitter and lower spoiler. At the edge, vertical slots channelled air down the sides of the car and along the wider sills for increased high-speed directional stability. In order to balance front and rear lift, the XKR-S was the first XK to feature a separate rear wing, while a Venturi structure under the bumper channelled air. The result was a more assertive look for the erstwhile feminine sports car, although Jaguar's then design director, Ian Callum, asserted that the additions weren't just for looks.

"The styling of this car isn't about image. It's about true performance," Callum said at the time of the car's 2011 debut. "Like other iconic Jaguars before it, the styling has been driven by geometry and aerodynamics for genuine design purity. The physics required to achieve 300kph have led the aesthetic. If you don't like the way it looks, you probably won't like the way it drives, either."

OE11 GPF



R-S

OE19 VVO

Other than the coupe's hefty £97k price tag being £20,000 more than the standard supercharged 5.0, the press was generally positive about the car. "The Jaguar XKR-S is brilliant," gushed *Car* magazine in its June 2011 issue. "It takes the already exciting and very capable XKR and creates an even more thrilling GT, one that would be just as happy thrashing round a circuit on the weekend as ferrying you through London traffic to work during the week."

Almost ten years later, judging by this 2011 Reims Blue example, the R-S remains every bit the pseudo racing car. The huge 20in alloy wheels (9in wide at the front and 10.5in at the back), the wider wheelarches and the extra vents (including the demonic-looking bonnet 'nostrils') make it appear more aggressive than Mike Tyson having a bad hair day. Yet, look beneath the extra wings and spoilers, and Callum's original and beautiful shape is still there. As *Car* magazine's test continued, "You'd certainly have to be steadfastly determined to have a set of Aston keys in your pocket before you spent another £80k on an Aston Martin DBS."

As with all other limited editions throughout the XK's life – including the first 4.2 R-S from 2008 and the lighter GT in 2013 – the interior is something of a disappointment compared to the excitement of the car's exterior. Apart from the new sports seats, its design is largely identical to a standard model, including the overall feeling that it was built on a budget. Peel your eyes away from the leather's pretty blue stitching and the plastic looks and feels too cheap for what was once a £100k supercar.

The 5.0-litre engine fires the moment I press the red starter button next to the rotary gear selector, the note from the active exhaust sounding as deep and rumbly as thunder following a particularly hot summer's day. With Beachy Head Road ahead of me clear, I squeeze the throttle hard for the first time, and the V8 churns out its power in huge dollops. Due to the eagerness of the engine and the speed, I can change gear using the steering wheel-mounted gear selectors, but sensitivity is the key here; accelerate too hard and it's easy to become a passenger in a bright blue ballistic missile.

Most impressive after the car's speed (even the standard XKR 5.0 has the ability to take your breath away) is the improved handling due to several mechanical changes. The double wishbone front suspension was comprehensively revised with a new, aluminium steering knuckle

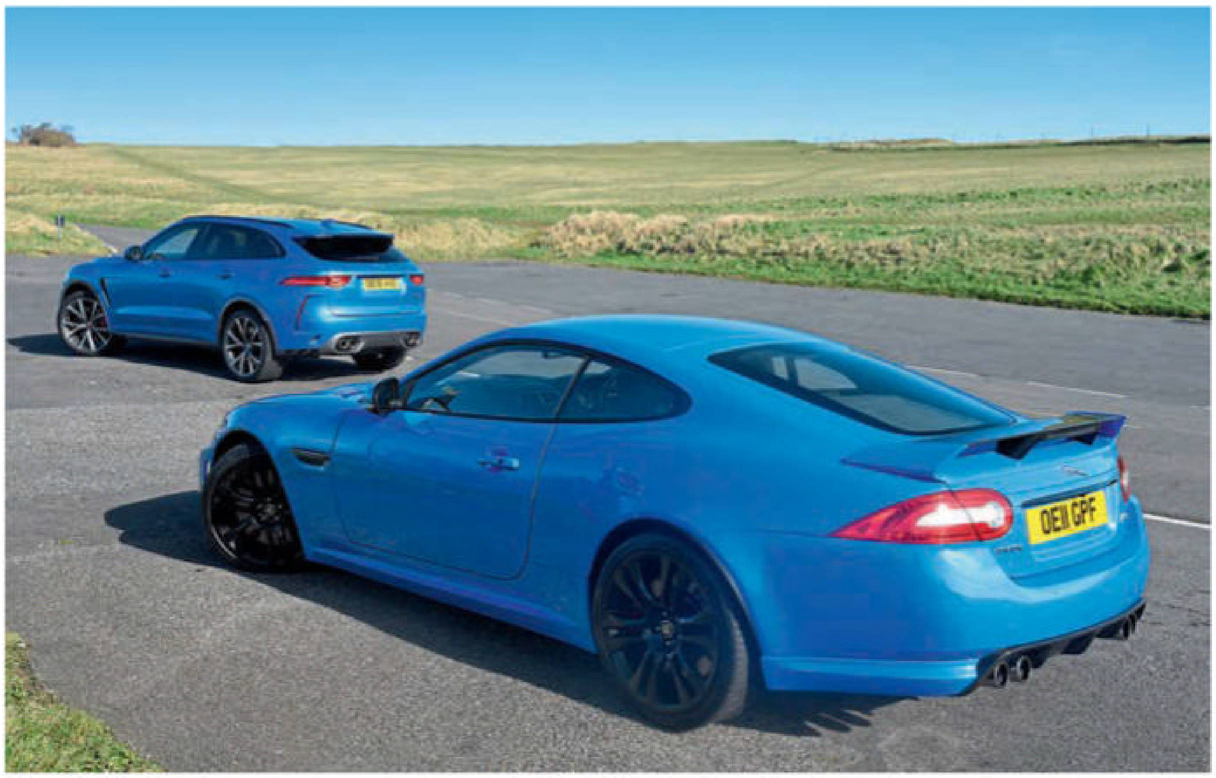
> **As I power through the tight right-hand corner, I feel the tyres find grip**

plus a significant increase in camber and castor stiffness, while the rear suspension geometry was revised and optimised for maximum agility, and spring rates were increased at both ends of the car by 28 percent. Finally, bespoke software for Jaguar's adaptive damping (which improves body control and maximises traction) was developed specifically for the car.

The resulting nimbleness is surprising for such a big car. As I power through the tight right-hand corner, I can feel the fat tyres find grip, and despite the hard angle of the first corner there's barely any body roll. The steering is precise and accurate, only needing minor adjustments of the wheel to scythe cleanly through the bend.

All of this allows me to exit the following long left-hand corner at tremendous speed, so when I nail the throttle for the subsequent mile-long straight, the acceleration is as immediate as it is vicious.

Thankfully, the XKR-S comes with lighter and more powerful ventilated brake discs than the standard R, increasing stopping power by 44 percent at the front and 31 percent at the rear. As well as the ability to push my internal organs forward if I brake too hard, they're also progressive, allowing me to gently scrub off a little speed as I change down ready for the next corner.



The R-S isn't a car that's easy to drive. The performance is relentless, the braking brutal and the handling akin to that of a fighter plane. After a few minutes behind the wheel, I imagine this is how boxer Marvis Frazier felt during his 30-second fight with Tyson in 1986.

And yet, throughout my drive, I was followed closely by another blue performance car, one that's as different to look at as the twists and turns of Beachy Head Road are to a straight, Roman road.

A faster F-PACE wasn't such a surprise when it debuted at the 2018 New York Motor Show. Hot on the heels of the F-TYPE SVR that had arrived two years earlier, similar cars based on Jaguar's incredibly successful SUV made more commercial sense than a faster version of an already quick and smaller-volume two-seater.

Developed by Jaguar's Special Vehicle Operations in conjunction with the design studio (due to its bulk and off-roading origins), arguably more work went into turning the SUV into a performance car than turning an XKR-S into a slightly faster one.

"The F-PACE SVR delivers the handling and agility to match its performance," said Mike Cross, JLR's longstanding chief engineer for vehicle integrity, at the time of the car's 2018 reveal. "Everything from the steering to the bespoke suspension set-up has been tuned specifically for our performance SUV and the result is a vehicle that lives up to the promise of both the F-PACE and SVR names."

Hardware changes included front and rear springs that were 30 and ten percent stiffer, respectively, of the R's that incorporated a new anti-roll bar and contributed to a five percent reduction in body roll. There were also larger disc brakes – 395mm at the front and 396mm at the rear – featuring an advanced two-piece construction to aid cooling. The SVR was also the first F-PACE to have Jaguar's rear electronic active differential.

Software updates were developed to turn the car into a performance machine, including new programs for the adaptive suspension, electronic power steering and the dynamic driving mode.

Externally, the car featured larger air intakes at the front and vents in the front wing that lower pressure in the wheelarches, reduce lift and provide additional cooling while also optimising high-speed stability. Bonnet vents, as well as looking impressive, also help to extract hot air from the engine bay.

At the rear, a unique spoiler was joined by a new bumper, to house the quad tailpipes of the active exhaust system, that incorporated side strakes to aid aerodynamic performance by smoothing airflow away from the rear of the vehicle.

Finally, the wider wheelarch extensions and lower body mouldings were aesthetic: they didn't provide aerodynamic improvement but they did make the car look meaner and more muscular than a standard model. Looking at this Ultra Blue example, the result is a handsome yet purposeful car that, unlike the XKR-S with its over-the-top wings and spoilers, can still fly undetected under the radar.

SPECIAL VEHICLE
SVR
OPERATIONS

"It's Q-car subtle," declared *Car* magazine's April 2019 report, "and we like it for that. It's purposeful enough for the cognoscenti to know what it is and there's more than enough eye candy to satisfy the braver buyer, but without going OTT."

With the 575PS (567bhp) taking over the 550PS' mantle as the engine reserved for Jaguar's most powerful cars (which included the F-TYPE SVR and XJR575), the 550PS was now deemed 'tame' enough for an SUV. Tame it might be, but despite tipping the scales at 2,070kg (317kg more than the XKR-S) the engine gives the SUV performance figures that are similar to the sports car's: 60mph is reached in 4.1 seconds and it has a limited top speed of ►

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176mph: incredible numbers for a car that you could, in theory, take off-road complete with a Labrador in the boot. Because, for all of its aero aids and that huge engine, the F-PACE SVR remains an SUV, making it much more practical than the cramped XKR-S that barely has room for a miniature Yorkshire Terrier.

As with the XKR-S, the SVR's interior differs just slightly to the standard model. Only the new, slimmer front seats with lozenge-shaped quilting with an embossed SVR logo in the headrest, Jaguar's familiar sport shift gear selector and an SVR-branded steering wheel set it apart. It's not a terrible place to sit, but still disappointing for a £75k SUV.

Thankfully, the deep and gravelly exhaust, while not as loud or as obtrusive as the XKR-S', more than makes up for the interior's inadequacies, heightening the experience of driving this formidable machine. Together with the XKR-S behind me, not since The Who played Eastbourne's Winter Garden theatre in 1969 has anything so good (or loud) been heard in East Sussex.

The big engine is equally eager to release its torrent of power; squeezing the accelerator even a fraction results in a forceful surge of acceleration that belies the car's size. The eight-speed 'box is even quicker than the XKR-S' six-speeder, more so when I engage dynamic mode, which results in faster, harder changes.

Although it is bigger and heavier than the coupe, its sharp steering and the huge amounts of grip from the gorgeous 21in alloys mean the F-PACE is still reasonably nimble, enabling me to slice confidently through the Z Bends. Obviously, even the SVR's shorter springs are going to be longer than the XKR-S' so there is a little more body roll, but the payoff is that it's more comfortable. Whereas the smallest crinkle in the road can be felt in the coupe, the SUV transforms such undulations into sandpaper.

For all its power and improved handling, the big car doesn't excite me how the XKR-S does. The cars might have similar performances on paper, but the more refined SVR is more of a grand tourer, lacking the visceral excitement of the sports car. And while the R-S distills the XK's sporting nature to its pure essence, the SVR is too much of a compromise between performance car and SUV, neither as fast as the R-S nor a car you'd want to take off-road thanks to its lowered suspension and the thin slithers of rubber wrapped around those large and pretty, but easily damaged, alloys.

So, for the same price as the SVR, I'd rather have this 2011 XKR-S for around £40,000 and spend the rest on a three-year-old F-PACE 3.0 V6. There are times when, like those corners in East Sussex, the best things in life come in pairs. PW

Thanks to: Paul Chipp-Smith from JAGtechic for the use of the XKR-S featured here. This car, plus many others, can be seen for sale at www.jagtechnic.co.uk or call 0333 666 1950.

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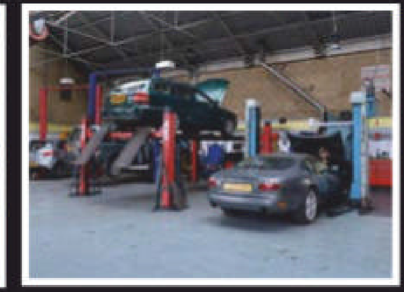

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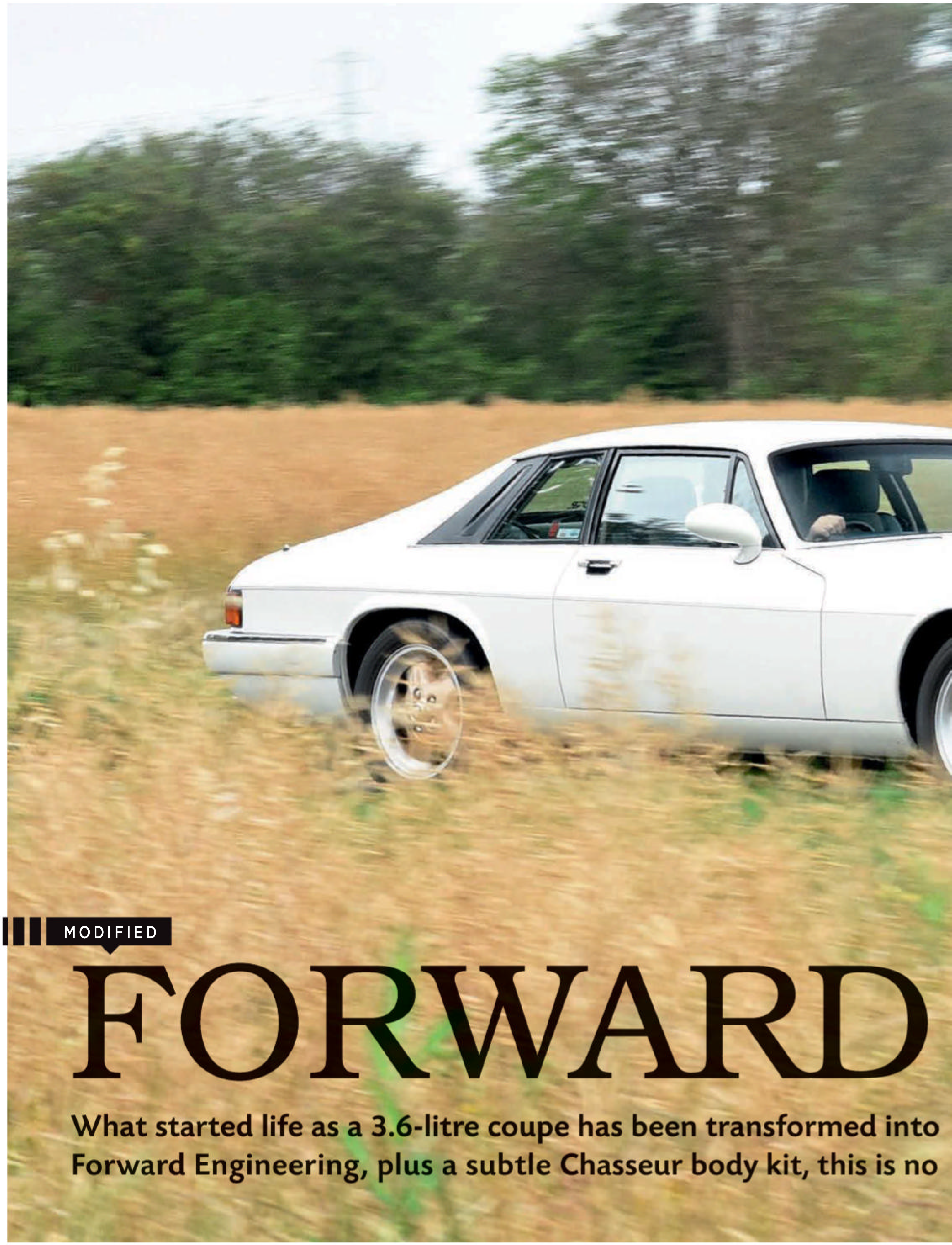


MODIFIED

FORWARD

What started life as a 3.6-litre coupe has been transformed into Forward Engineering, plus a subtle Chasseur body kit, this is no

THINKING

a completely different animal. With a 6.5-litre V12 by
ordinary XJ-S

WORDS & PHOTOGRAPHY **PAUL WALTON**

IN DECEMBER 2012, Donald Trump tweeted, "I like thinking big. If you're going to be thinking anything, you might as well think big." Considering he became the President of the United States four years later, love him or loathe him, he was as good as his word in that instance. The second owner of this 1988 XJ-S was clearly someone else who thought big. When it came to modifying the car in the late Nineties, he could have just added bigger wheels and slightly upgraded the 3.6-litre straight-six, but instead he totally transformed it into one of the fastest, most driver-focused examples I've driven.

The car – chassis number SAJJNAEC7CA151719 – started life as a standard manual 3.6 that was supplied by TWR Jaguar in Leamington Spa, one of the many Jaguar dealers owned by Tom Walkinshaw, the man behind Jaguar's final two Le Mans victories. Registered WOP 11T on 30 December 1988 by a Birmingham-based metal specialist, it was obviously a company car, and it's clear from the service book that the car didn't lead a pampered life. It soon racked up the miles – 14,000 by the end of 1989, 59,179 by October 1990, and 88,722 by November 1991. By January 1995, the mileage had leapt to 162,401 and in September the same year it was 192,960, a huge figure for a high-performance car that wasn't yet ten years old.

It's thought that the XJ-S was sold in early 1996 because the mileage slowed dramatically afterwards. However, since the private registration stayed with the car it's believed the new owner was linked to the metal business that had originally acquired it, perhaps the person whose company car it had been.

It was around that time that the XJ-S was transformed. Central to the changes was swapping the 3.6-litre straight-six for a V12 that had been modified by famed engine tuner Ron Beaty, of Forward Engineering.

A familiar name in modified Jaguars between the Seventies and early 2000s, Beaty began his career at Browns Lane in the Fifties, eventually becoming a senior development engineer in the experimental department, part of the team responsible for the XJ13's 5.0-litre V12.

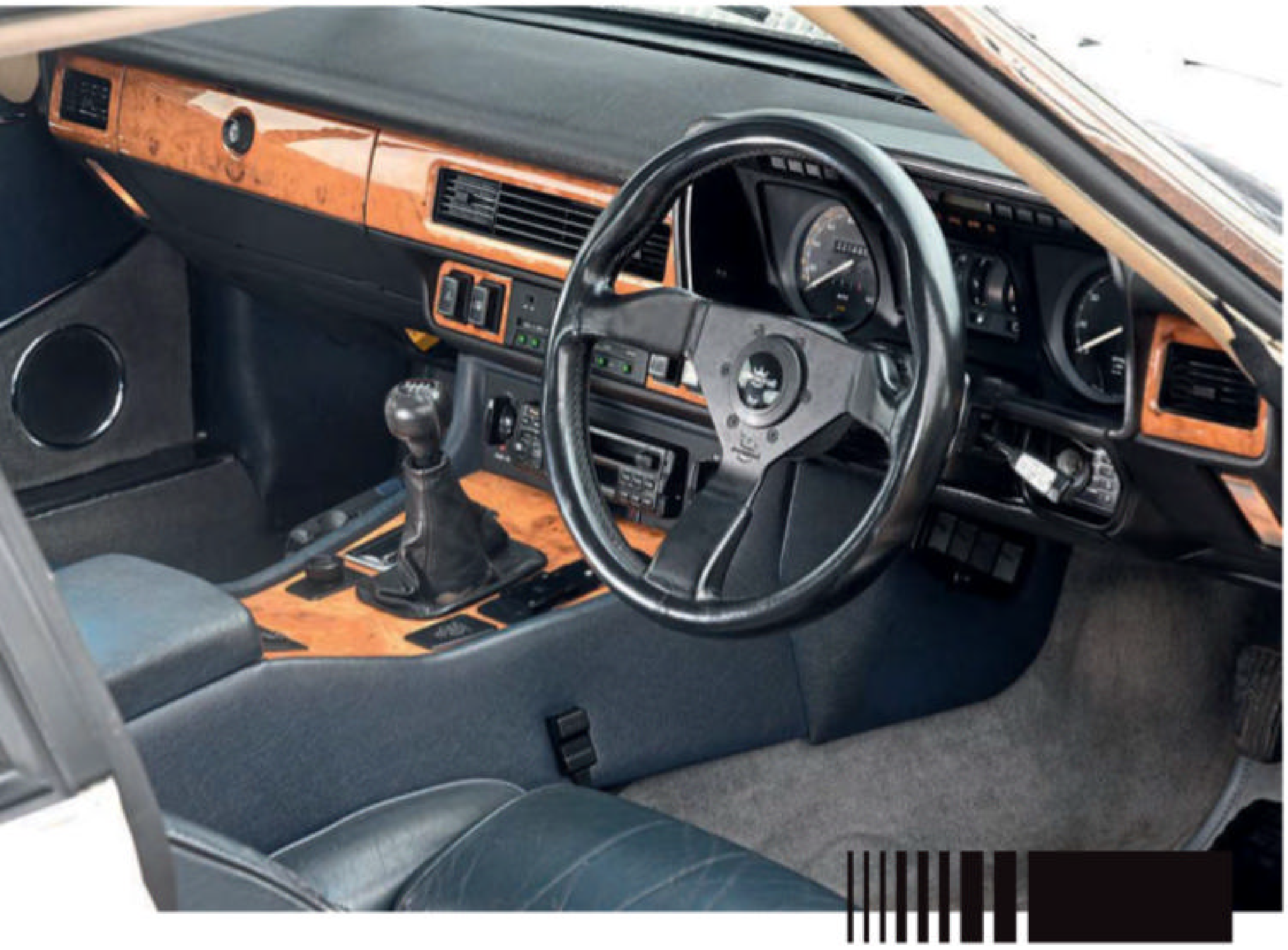
Outside work, he started to prepare various sprint and hill climb cars, eventually beginning his own business – Forward Engineering – in 1967. Due to the quality of Beaty's work, the company's reputation as a specialist in upgrading Jaguar engines soon grew and they were fitted to a variety of both road and racing cars.

In the early Eighties, Beaty formed a new company, BLE, with businessman John Lewis and racing driver Ian Exeter. Together they were responsible for the first generation of Lister XJ-S with a choice of Forward Engineering's 5.7- or 6.4-litre V12. Beaty's engines even powered boats – including Miss Windermere, which broke two world water speed records in 1977.

Forward Engineering later developed a 6.5-litre upgrade for the 5.3, which is what this white XJ-S has under its bonnet, Beaty apparently sourcing the donor engine complete with service book. Unfortunately, no paperwork survives of the exact work or the price, but it can't have been cheap – *Motor Sport* magazine's 1985 test of the Lister XJ-S reported the total cost of a 6.4 conversion could be as much as £7,500. Fast forward a decade and that price would have rocketed to well over £10,000, huge money to spend on a high-mileage, ten-year-old XJ-S.

Yet the owner wasn't finished. In 2002, he had Chasseur Developments fit a subtle body kit; the suspension was lowered and an Arden exhaust system installed. It's anyone's guess what the final cost was, but I imagine it was around the same as another XJ-S.

The man behind the modifications kept the car until 2011 when, with 220,000 miles on the clock, it was sold (minus the private registration plate, which, according to the DVLA website, is currently on a 2010 XKR).



The white Jaguar then entered a long period of inactivity. It next had an MOT test in 2016, at which point it had covered a paltry 60 miles a year.

In early 2018, the car came up for auction in East Anglia, catching the eye of serial XJ-S owner Luke Harding, of Luden Automotive.

"Anyone who follows our social media feeds will know that I have a soft spot for the Jaguar XJ-S," says Luke. "So when the chance to buy this particular car came up I simply couldn't resist." He was attracted not only by the unique specification but also because of the names involved. "All the upgrades make this car a faster, more powerful and more muscular edition of an already great car."

[redacted]

With its upgraded specification and a more muscular stance due to the lower suspension, Luke's car is what the factory-produced XJR-S could have been. Similar to the two cars you've just read about, it even has a mesh grille, albeit homemade-looking. Yet, unlike the two modern models, the XJ-S isn't overly flashy. The larger Chasseur front and rear bumpers are subtle, while the wheels are the same five-spoke, 16in alloys as fitted to facelifted models; their bronze colour aside (which I'm not a fan of), the car will fly unnoticed under the radar.

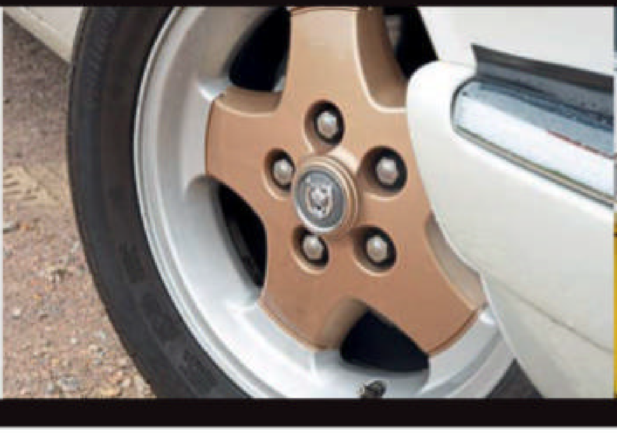
However, the person who made the changes didn't think big when it came to the interior: it's largely standard, including the half-leather upholstery befitting a humble 3.6-litre. The only change is the addition of a slightly smaller-than-standard, modern competition-style steering wheel. Although good-looking, it's as mismatched against the car's traditional interior as wearing racing shoes with a dinner jacket.

The car's many mechanical upgrades make themselves known the moment I turn the key, the engine having a deeper, gruffer exhaust note than the usually whisper-quiet V12.

Despite all the alterations, the original Getrag five-speed 'box was kept. Although comparatively old-fashioned compared to more modern manual transmissions, such as the Tremec T-56, it's actually the perfect companion for the enlarged engine. Slotting smoothly into gear, it's as simple to operate as the clutch, so despite the car's racier image it's as easy to drive as when the car left the factory with the 3.6 engine.

The road ahead is clear as I squeeze the throttle harder ►

CHASSEUR
XJS
E732 WOL



CHASSEUR
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– the instantaneous response from the big engine is a sudden and seemingly never-ending stream of acceleration, aided by the accurate and quick gearbox. The engine's power has never been measured, although it's clearly more than the standard 5.3-litre with 292bhp, and even the XJR-S with TWR's own 6.0-litre at 318bhp. Going by the car's performance, I reckon the 6.5-litre is on a par with an X100 XKR 4.2's 400bhp.

And it's not just the power that shows the engineering prowess behind Beaty's engine; it's the refinement. Even under heavy acceleration, the V12 is never loud or obtrusive and the power delivery is as smooth as late-night jazz radio. It's incredibly flexible, too, revving all the way to 6,000rpm in second, while bucket loads of torque means the car still pulls strongly from low speeds in third gear.

The smaller racing-style wheel results in the steering feeling sharper and more precise than a standard V12's and, together with firmer suspension resulting in controlled body roll, I'm able to pick off corners like a marksman.

Rough undulations in the road can be felt a little more than in a standard model, but overall it retains the XJ-S' famed suppleness.

From a genuine TWR Group A racing car in 2005 to a 7.0-litre Lister Le Mans [see April 2019, p24], I've driven plenty of modified XJ-Ss over the years, but I've yet to enjoy one as much as I have this. It's fast, yes, but still refined. What makes an XJ-S special hasn't been lost due to the modifications, only amplified. And it is discreet, something Jaguar would do well to learn from for its future high-performance models.

Unlike Trump, the instigator of this fabulous XJ-S didn't just think big, he also thought tastefully, which, like the car itself, is an appealing combination. PW

E732 WOL
XJS

Thanks to: Luke Harding (www.luden.co.uk)

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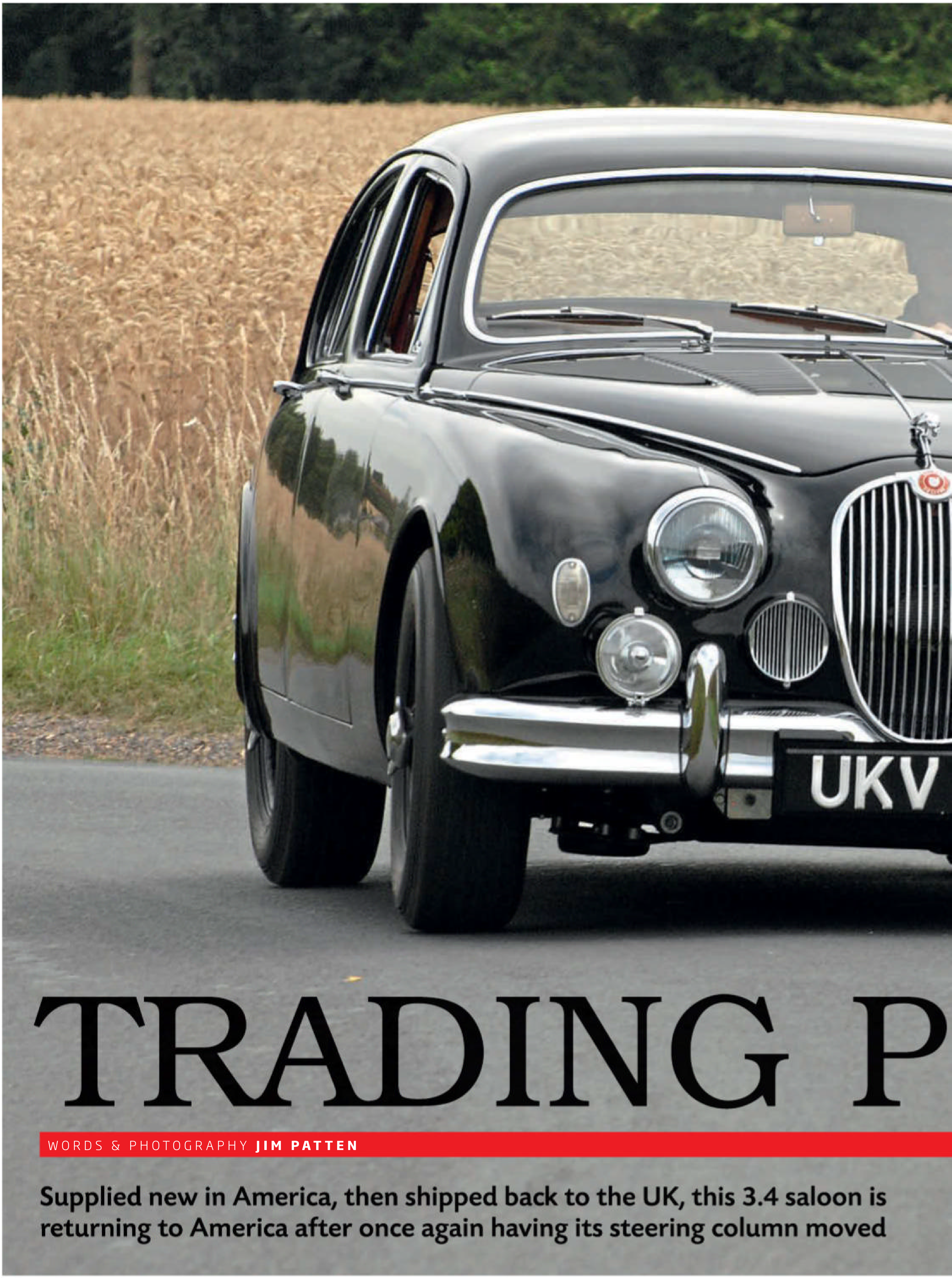


TRADING P

WORDS & PHOTOGRAPHY **JIM PATTEN**

Supplied new in America, then shipped back to the UK, this 3.4 saloon is returning to America after once again having its steering column moved

LACES

CARS HAVE been bouncing back and forth between the US and the UK for years, and sometimes the same vehicle does the crossing many times. This 3.4 saloon was first sold into America in 1959 and stayed there until the mid-Nineties when it was bought and returned to the UK. Now, after passing through the workshops of Woodham Mortimer, it is heading to Massachusetts.

Back in summer 1959, its first owner, Californian Richard Zimmer, took a month's holiday in the UK to coincide with collecting his new Jaguar from the Coventry factory. He'd placed an order in America for a 3.4 saloon (Mk 1) with automatic transmission, finished in black with red interior, and running on steel wheels. Jaguar registered the car, which was given the number UKV 514. After driving around the UK, Zimmer flew back home while the Jaguar was shipped to New York on its journey to California.

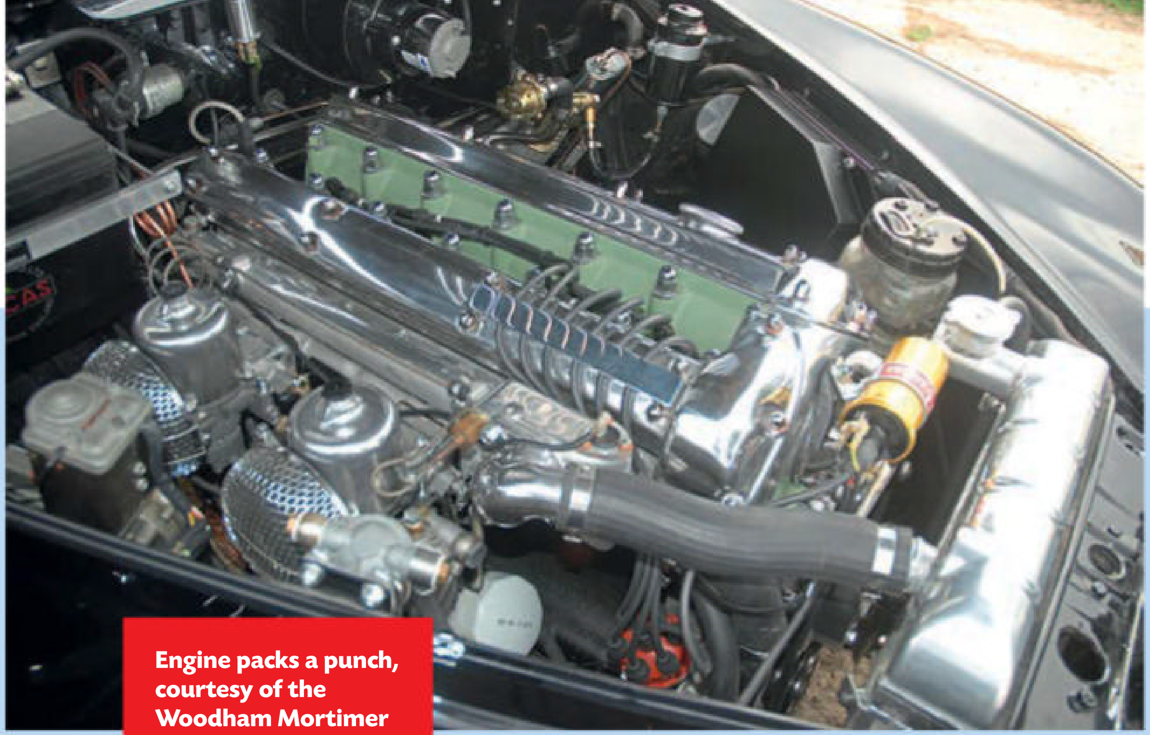
For the next 30 years the saloon was hardly used, and, in 1989, with the mileage a little more than 33,000, it was shipped back to the UK for reasons unknown to Keith Hurford, said to be a member of the family. But, it didn't remain long in his ownership and swiftly passed to Harvey Cobbald, in 1990.

Even though it had previously been registered in the UK, there was a fight to retain the original number, which was finally solved with help from the Jaguar Drivers' Club after a two-year battle. Cobbald kept the Jaguar until 2001, during which time it hardly turned a wheel.

The next owner was determined to make the perfect Mk 1, a car that he could live with for years to come. So, it was completely stripped, the body taken back to bare metal, and, with no rust to deal with, it was repainted in its original black. The only alteration was to the rear wheelarches, to cutaway style.

Meanwhile, it was decided to convert the car to right-hand drive and replace the automatic gearbox with an all-synchromesh unit from a Mk 2, fitted with an overhauled overdrive unit. All mechanical components were rebuilt, including the engine. At the same time, the steel wheels were replaced by body-coloured wires.

The interior was retrimmed by M&K Upholstery, in Kent, and then, once again, the Jaguar found itself with a long-time owner who barely used his car. Eventually, it was offered for sale at the September 2019 Historics auction at the former race track at Brooklands.



Engine packs a punch, courtesy of the Woodham Mortimer sports rebuild

Jeffrey Gault has been a customer of Woodham Mortimer since the company helped him out with his XK 140 on the Mille Miglia. A keen car guy, like many young Americans he started working on hot-rods in his teens during the Sixties. His first car was a 1952 MG TD, which he used while at college. From then on his interest just grew, experiencing cars like '63 Corvettes (including the rare split-rear window version), which he drove for years before switching over to Porsche 911s. Twelve examples have been through his hands.

Now, though, he is focusing on putting a collection of classic Jaguars together. There is an XK 140 FHC, which is shared with a friend and entered into the Mille Miglia, another XK 140, a drophead coupe (already in the Woodham Mortimer workshop), and he is on the look-out for a good Series 1 E-type. He also intends to build an XK 120 open two-seater for racing in America.

Of more immediate interest to him was a 3.4 saloon, and after rejecting various cars in America he discovered this example coming up for auction at the Historics sale in England.

Woodham Mortimer's Steve Moore was returning to base when he received a call from Massachusetts. It was Jeffrey, asking him to check out the Jaguar prior to auction. Steve found it to be an extremely good car that, although altered, remained in original and period spec.

Jeffrey put in his bid, secured the Jaguar, and asked Woodham Mortimer to arrange collection and then make a more detailed inspection at its workshops.

No major faults were found, just a few items here and there. As Jeffrey was looking to incorporate some upgrades that would allow the 3.4 saloon to drive better than the usual offerings, it was the ideal candidate. The discussions began.

Ironically, it would be converted back to left-hand drive, with electric power steering, an engine upgrade and a five-speed gearbox. Brakes and suspension, too, would have to be looked at. With the body remaining in very good condition, only a few areas needed remedial work, although there was a suggestion to fit bonnet louvres. Inside the car, Jeffrey felt that the void around the gearlever would benefit from a centre console, inspired by the Mk 2. Work began during the autumn of 2019.

The increase to 3.8 litres was achieved by over-boring the block and then building it to Woodham Mortimer's fast road specification. Retaining the original B-type cylinder head and joined by two HD8 SU carburettors, 230bhp was achieved. An electronic distributor was adopted and a modern spin-off oil filter fitted.

A Toyota five-speed gearbox was chosen for its reliability, which, with the correct ratios, would be a delight to use. Then, with the engine and gearbox out of the car, work began on the suspension, adding the WM four-pot caliper brake upgrade and electric power steering conversion to the original steering box. The rear axle received a 3.54:1 limited-slip differential.

With everything removed from the engine bay, it was the perfect opportunity to carry out fine detailing while also fitting an upgraded Mk 2 heater. The full wood veneer was re-varnished and the centre console constructed to house a retro-style Bluetooth sound system. The seats were deemed to be in great shape, so just a set of new carpets finished the job.

►

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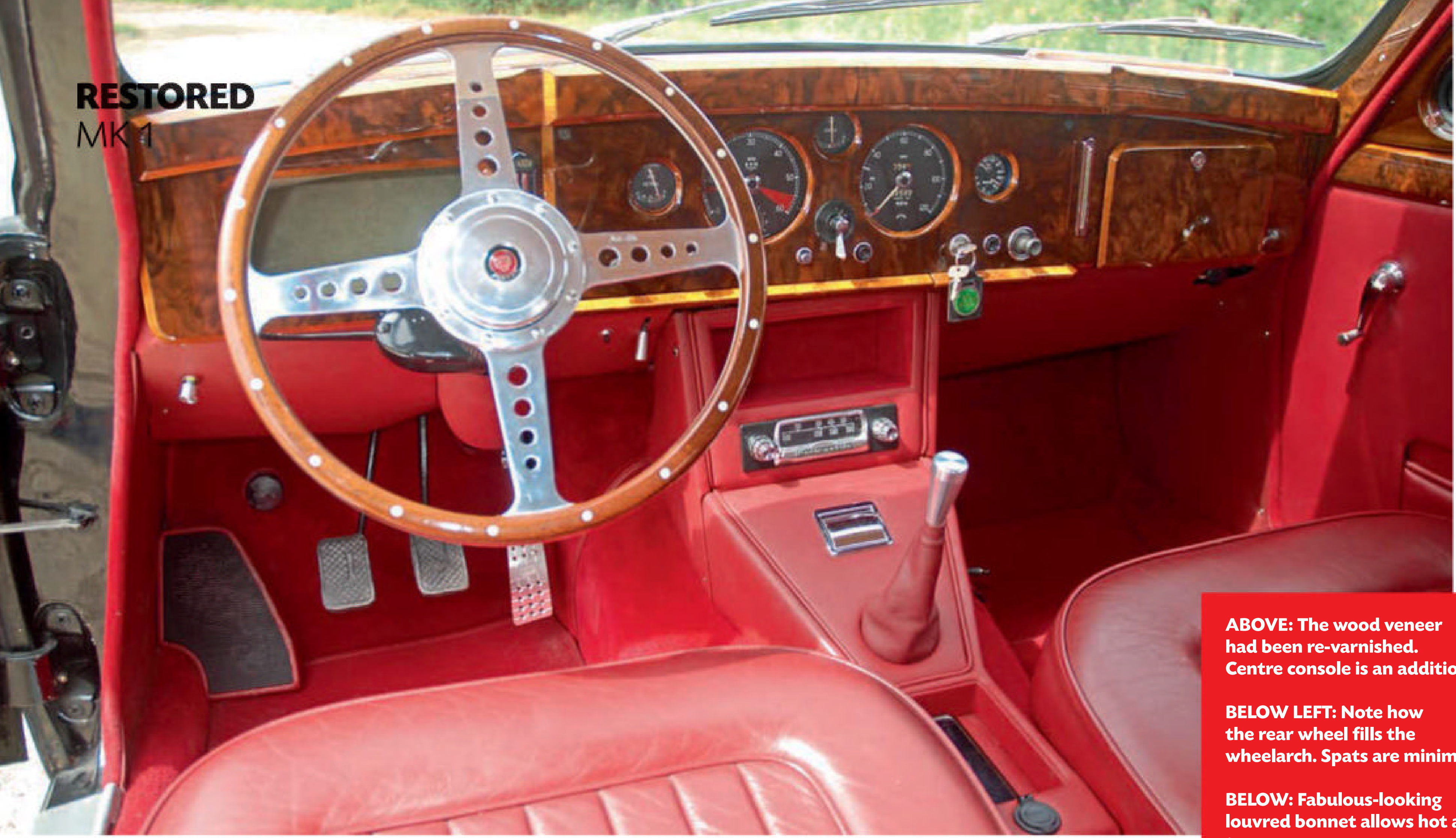

ABOVE: The wood veneer had been re-varnished. Centre console is an addition

BELOW LEFT: Note how the rear wheel fills the wheelarch. Spats are minimal

BELOW: Fabulous-looking louvred bonnet allows hot air to escape

Once the engine and gearbox were refitted, it was dressed with a six-branch extractor manifold and alternator. An aluminium radiator with electric fan took care of the cooling.

Before signing any car off it is usual to invite the client to the workshop to make sure that everything is to their satisfaction. However, that won't be able to happen in this instance because Jeffrey is in America and cannot travel due to the pandemic restrictions. When this car arrives Stateside, it will be the first time that the client has seen it finished, so the Mk 1 must be right. No matter how comprehensive the images, nothing comes close to seeing the car in the metal, so it's good to know that the final shakedown at Woodham Mortimer is comprehensive, with an attention to detail to almost fanatical levels.

I am present during one of these shakedown periods, when it is my chance to try the saloon. The aesthetic balance of this car is perfect. Instead of the conventional cutaway rear wheel spats there is a dainty little flair that fits into the standard position, and, judging by the look of the rear axle, it has been updated to a wider Mk 2 item. The louvres in the bonnet look purposeful and are; they will let the heat out of the power house lurking beneath. Body-colour wire wheels blend well with the arrow-straight black bodywork.

While there is no mistaking the era of this car as I open the door (the large dials in the centre of the dash scream Fifties), there is nothing dated about how this car drives. The engine, now at 3.8 litres, sounds incredible, emitting just the right level of addictive noise without going too far.

Toyota is one of the world's largest car manufacturers and it gets things right. This gearbox is no exception. Quiet and easy to use, it feels perfect in this application.

We head for nearby Roxwell, a mix of long straights and small country lanes, where I can exploit the power, knowing that when Jeffrey tries the same thing in Massachusetts he will be showing a clean pair of heels to other classic drivers, even those in sports cars. The standard 3.4 saloon is quick, but this one is on a different plane. That the assisted steering and suspension complement the power is vital, especially with the reassurance of those big multi-pot front brake calipers. There is even a chance to try the connectivity of the Bluetooth system, with pleasing results. All the while, technician Simon Haythorn is at my side scribbling notes of things to be attended to when we return.

After 30 years in the US, another 30 in the UK, it is now ready for a more active life as it embarks on its third 30. JP

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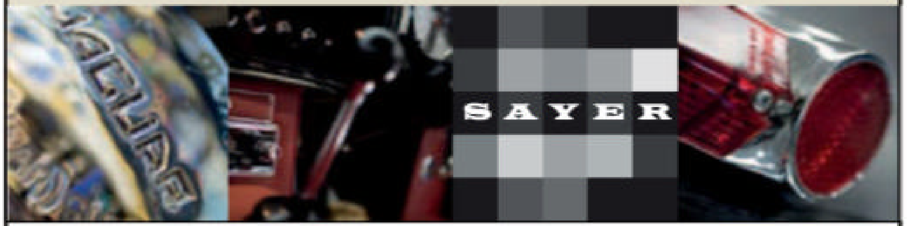

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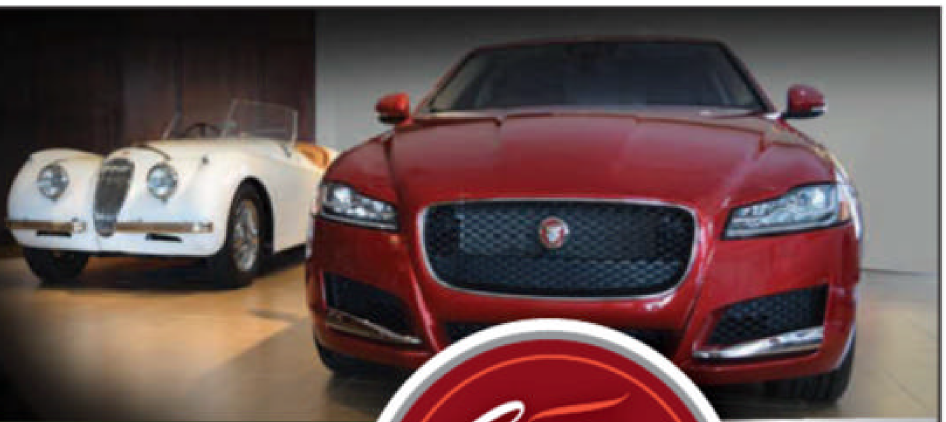

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GREAT BRITAIN'S first post-war Grand Prix was not held at Silverstone as is widely noted, but on Jersey in the Channel Islands. The event was held on the island's 3.2-mile circuit, laid out on public roads and attracting the big names in motor sport, from 1947 until 1952, with a gap in 1951. For the final year, there was a feeling that the cars were becoming too fast, so sports cars replaced GP cars.

How many children have grown up being told to 'put their winter jersey on' to keep the cold at bay? Few imagine that the name has a connection to a small island off the coast of France, where heavy knitted pullovers kept 19th century fishermen warm in cold conditions. The Sangan family owned one such company involved in knitting these garments, the philanthropic Summerland Factory, which was initially attached to the Sacre Coeur Orphanage that afforded the girls at the orphanage an opportunity of education and trained work. As Summerland continued during the German occupation, making clothes and shoes, owner Robert Sangan (who was later to take delivery of this XK 120) was allowed to travel to France to collect equipment and materials, vital in times of shortages. The garments were later marketed under the Pierre Sangan name, and although the factory closed some time ago, examples of its knitwear still appear under vintage clothing on auction sites.

Jersey jumper

Raced in the 1952 Jersey Grand Prix, this XK 120 open two-seater also saw action in sprints and hill climbs

WORDS & PHOTOGRAPHY **JIM PATTEN**
ARCHIVE SHOTS AND RESEARCH COURTESY OF **DAVID ACON**

With the occupation over and yet still vivid in islanders' minds, there was an overriding craving for normality. Motoring and racing fulfilled some of that need and, in 1946, the year after the cessation of hostilities, the Bouley Bay hill climb (first run in 1920) resumed. With no prospect of racing in the UK, the Jersey Motorcycle and Light Car Club took the decision to organise a non-championship Grand Prix in 1947 using closed public roads, from West Park to Bel Royal, using Victoria Avenue, a narrow single-carriage road back then. The return along St Aubin's Road completed the 3.2-mile circuit.

Interest was considerable, with Louis Chiron, Prince Bira, Raymond Mays, Wilkie Wilkinson (supreme engine builder at Ecurie Ecosse) and many more making the trip with cars as diverse as Maserati, ERA and Delage. Reg Parnell won with his Maserati.

Bob Gerard took wins in 1948 and 1949 in an ERA, with Jaguar driver Peter Whitehead in his Ferrari taking the spoils in 1950. Speeds had been getting faster, to the point where 1951 was put on hold for a re-think. The race returned in 1952, under the guise of the International Jersey Road Race for sports cars only.

In December 1950, Robert (Bob) Sangan, took delivery of a Jaguar XK 120 open two-seater, chassis number 660294, registered J10933 and finished in cream with a biscuit and cream trim, from St Helier Garages. At the time, Bob, as honorary secretary of

►

the Jersey Motorcycle and Light Car Club, would have been instrumental in the island's return to motor sport, and was responsible for the 1952 sports car race. With little in the way of modifications, Sangan removed the rear wheel spats from his Jaguar, replaced the full-width windscreen with a single aero, and, with a Union Jack slapped on each side of the bulkhead, entered the Bouley Bay hill climb in 1951, where the outright fastest time was recorded by Ken Wharton in a Cooper 998cc. Bob's time is unknown. With more competitive events appearing in the calendar, Bob no doubt maximised his opportunities.

The impressive list of entries for the 1952 sports car event included C-types from Ecurie Ecosse, eight XK 120s, Aston Martin, Allard and Ferrari, with several fast Frazer Nash in the 'up to 2,000cc' class. Sangan arranged for Frank Le Gallais to drive his XK 120. Frank was one of the island's celebrated racers and had entered the 1949 Grand Prix, driving Lord Selson's Lago Talbot T26C. Then, he built his own Jaguar-powered special that proved pretty quick; so quick, they popped the engine into the Sangan XK for the race.

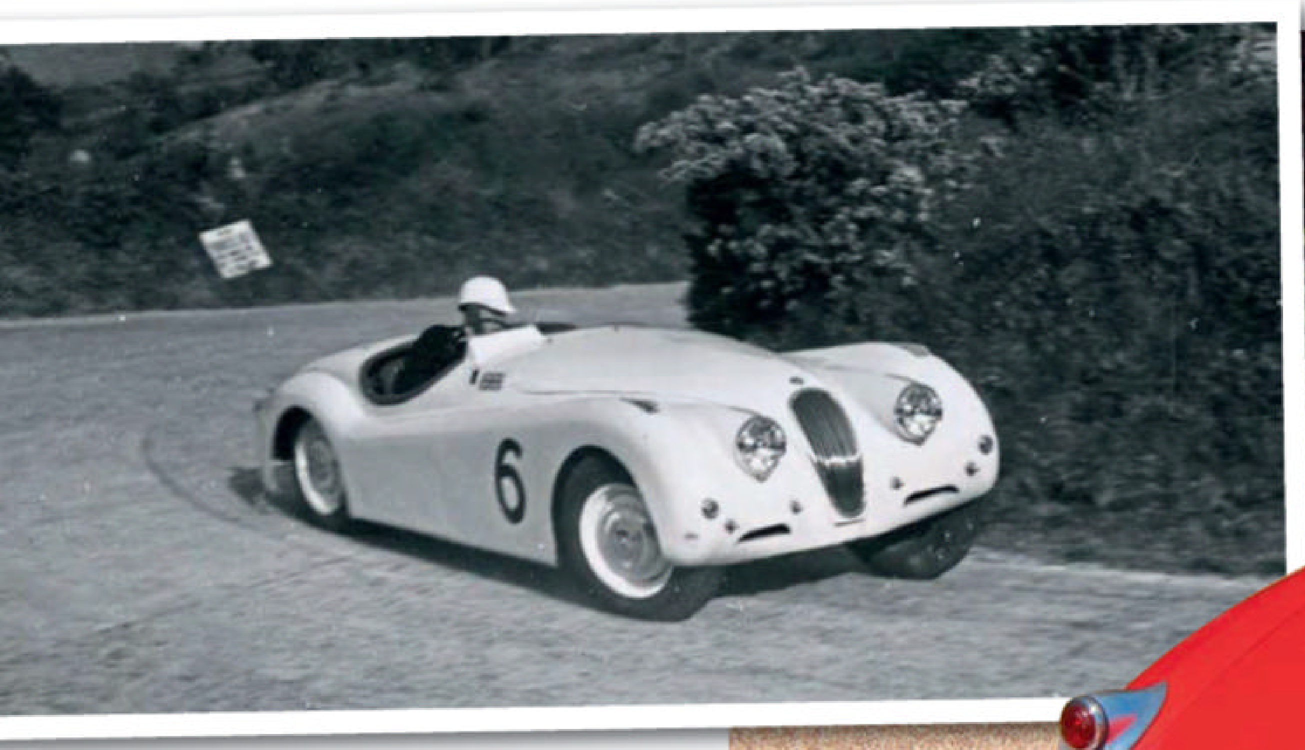
The event was split into two heats, each with three classes. The fastest groups made it through to the final. Le Gallais lined up in the first heat against Ian Stewart in the Ecurie Ecosse C-type, and Bill Black in another XK 120. Stewart had driven the C-type to Jersey from the factory and it was so new that it was still finished in British Racing Green, and not the Flag Metallic Blue of Ecurie Ecosse. Duncan Hamilton was listed to drive a C-type but wasn't at the event.

Stewart led from the line and was never threatened, but behind him was George Abecassis in an Aston Martin DB3/4 duelling with the hard-charging Ken Wharton in the 2.0-litre Frazer Nash LMR. Le Gallais followed, keeping Frank Curtis in his Allard J2X at bay. Somehow, Wharton heroically slipped past Abecassis. The final order was Stewart first, Wharton second, Abecassis third and Le Gallais an impressive fourth.

In the second heat, Ecurie Ecosse fielded two XK 120s, one for Bill Dobson, the other Sir James Scott-Douglas. Michael Head (father of Williams F1 founder, Patrick Head), and local drivers Lord Louth and Edward Miles Martin were also XK 120 mounted.

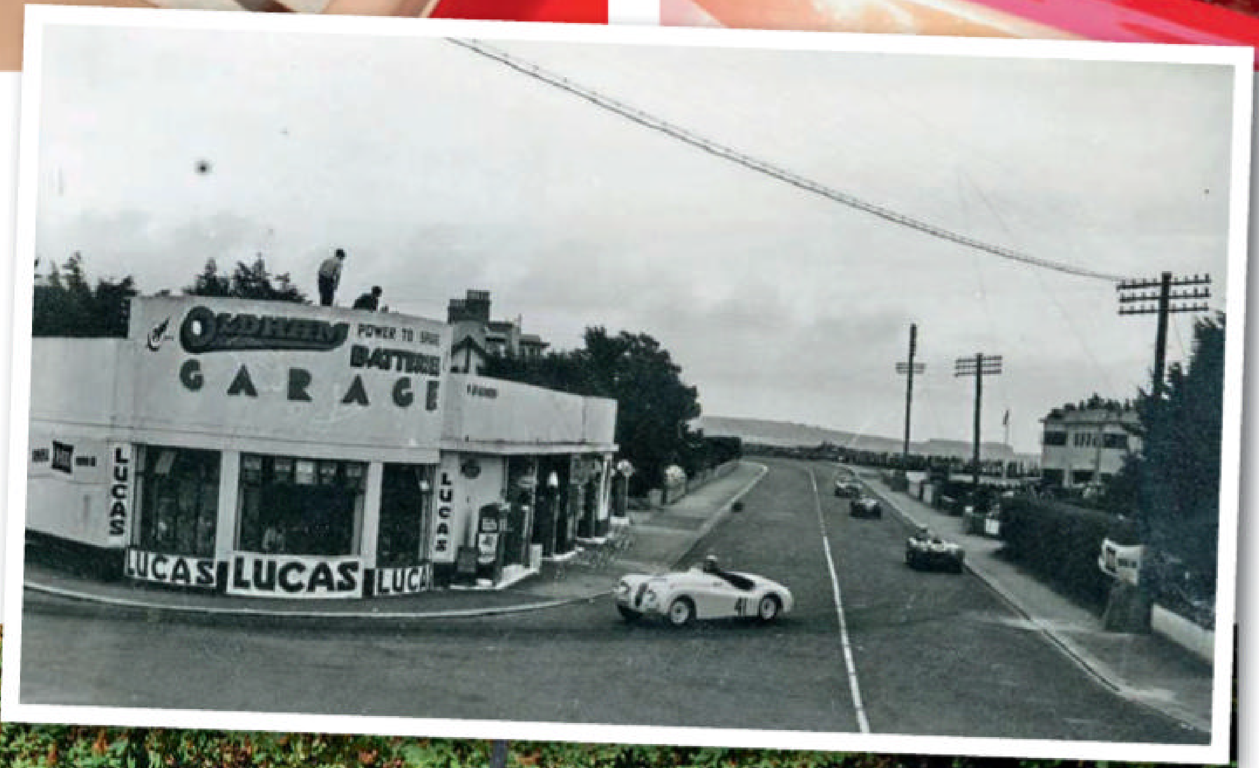
Oscar Moore, in his very quick HWM Jaguar, took the spoils, with Reg Parnell putting up a good scrap to bring his Aston Martin DB3 home in second. It was XK 120s all the way from third (Bill Dobson) to eighth.

Ian Stewart once again dominated in the finale, followed by Oscar Moore (HWM) and the incredible Frazer Nash of Ken Wharton in third. Parnell took that place temporarily, but Wharton tenaciously took the position back. Oscar Moore retired when the Jaguar engine threw a



Bob Sangan on the 1951 Bouley Bay hill climb

Frank Le Gallais charging hard



ABOVE LEFT: Interior restored by The Trim Centre

ABOVE: Original engine remains. For the 1952 race, the engine from the Le Gallais Special was used

LEFT: Rounding Le Marquand's Corner on the first lap

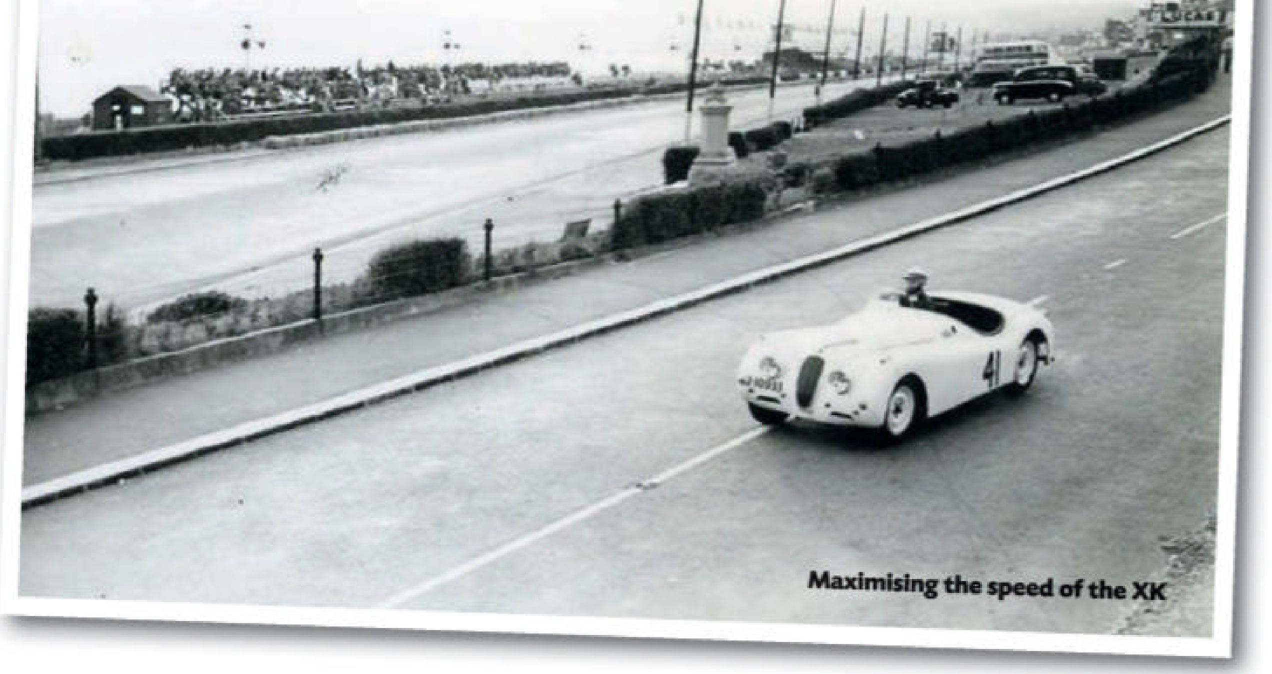
rod, leaving oil on the circuit, while Miles Martin retired from eighth place when a tyre of his XK 120 lost its tread.

Ian Stewart took the win in the last Jersey Grand Prix, with an incredible drive from Ken Wharton in second and Abacassis in third. Ecurie Ecosse XK 120s were fifth (Bill Dobson) and sixth (Sir J Scott-Douglas) and Frank Le Gallais an impressive eighth overall, beating the other XKs of Hemsworth (12th) and Lord Louth (13th).

So ended those magical post-war years of international racing in Jersey, an island that had suffered such hardships during the war, but had come through with such optimism. Spiralling costs put paid to any further events in those pre-sponsorship days. Sangan returned the tuned Jaguar engine to Frank Le Gallais and put his XK back to standard. The Le Gallais Special seems to have gone to ground in South Africa, and if anyone knows of its whereabouts we would love to know.

The Jersey Motorcycle and Light Car Club continues to flourish, putting on some 60 events in a season, including sprints, hill climbs and spectacular sand racing. In 2022, an anniversary event is planned to celebrate the final Jersey Grand Prix - not to be missed.

Bob Sangan finally sold his XK 120 in 1957 when it made the short sea crossing to end up in Yorkshire. Most of the owners are listed in the comprehensive history file, but its significant early history wasn't necessarily recognised. Second-hand cars with a racing background were not viewed well before the classic scene developed. In the early Nineties, Douglas Anderson put the XK (registered GEF 120 by previous owner Geoffrey Charlton) through a £50,000 restoration, changing the colour ►



Maximising the speed of the XK

to red, but, thankfully, retaining the steel wheels and spats. It still had its original engine and gearbox. The Trim Centre replaced the interior in biscuit.

Anderson kept the XK until 2007, when ownership went to Roland Fairfield in London. He commissioned Winspeed to convert the front brakes to discs and fitted Michelin X tyres, supplied by Longstone Tyres. Today, it is with Grahame Bull of Camberley Marine and Sportscars Ltd, in Fleet, Hampshire, a dealer of some passion.

* * *

As I arrive at Bull's premises, GEF 120 is already out of the showroom. (Nestling inside is GOT 900, the same XK 120 as raced by Michael Head in the 1952 Jersey Grand Prix). Few cars survive that haven't been converted to wire wheels and yet most were originally on solid steel wheels, with spats. It is just as the car was designed, and all the better for it. Yes, there has been a colour change and disc brake conversion, but, otherwise, so much of this XK is as its makers intended, right down to the single exhaust system.

BELOW: Frank Le Gallais into Bel Royal at the 1952 Grand Prix

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I cut my Jaguar teeth on XK 120s and feel so at home in this car I could do everything blindfolded (except drive, perhaps). It all falls naturally to hand, the long throw of the clutch, the mechanical sensation of the gearchange of the Moss gearbox, and the most important factor of all, the elbow on the low-slung door. Only the steering wheel is different; a wooden Moto-Lita serves here.

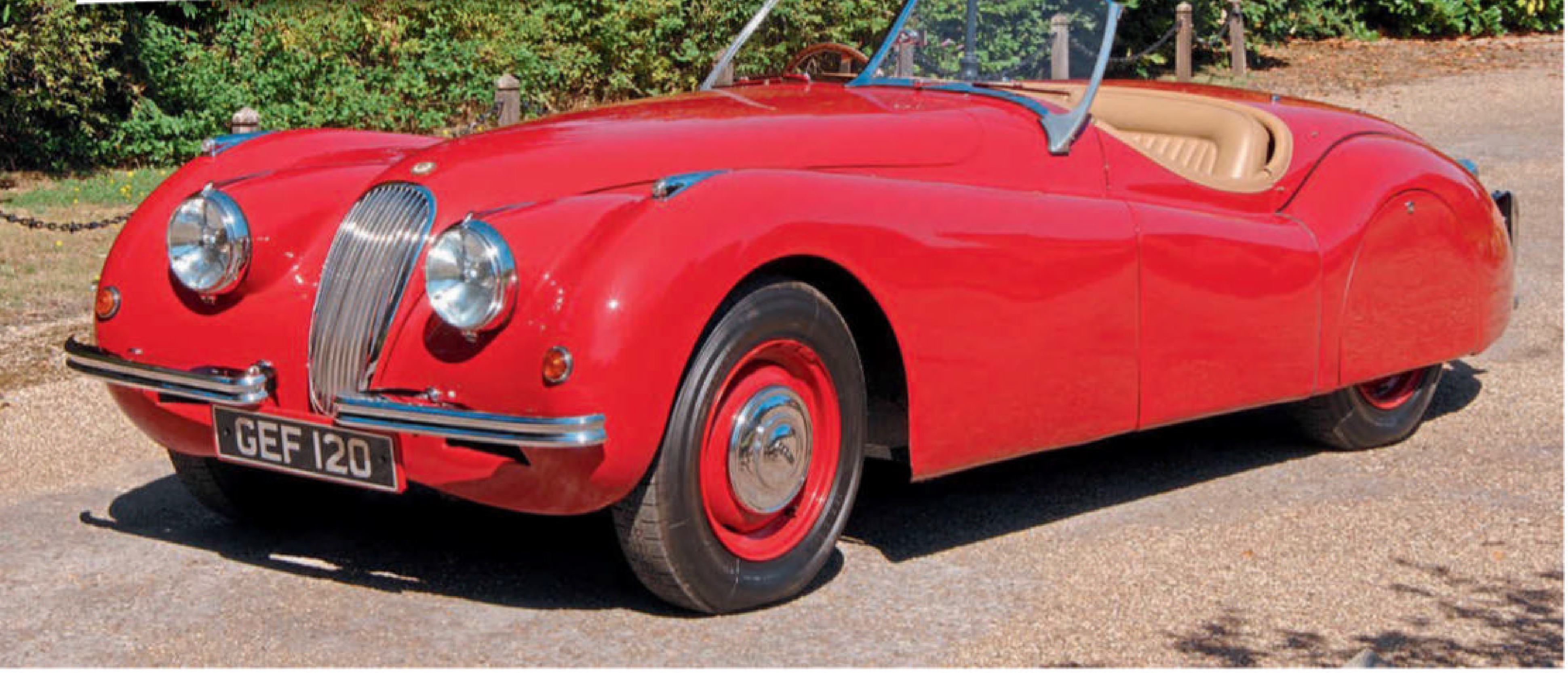
A genuine XK 120 is such a wonderful device on the road. It can be docile, charming, and perfect for a summer's picnic with the perfect partner. But, with equal composure, it can be fast and, in the right hands, controllable. It is no coincidence that XK 120s filled the race and rally grids in the early Fifties. The cars delivered.

Today, this XK has nothing to prove. It did that in those far-flung days of newly gained freedom in Jersey, leaving me to just enjoy not only the sensation of driving, but also knowing that it played a small part in the history of Jersey. It was entered by the patron of the JMC&LCC, and driven by one of Jersey's top drivers.

I would like to think that whoever buys this fascinating XK 120 might consider attending the 2022 anniversary event, where it would be welcomed by organisers who are planning to bring the original race cars back together once again. The new owner might even be a Jersey resident, making it a proper fairy tale ending.

Interested parties can contact Grahame Bull at www.cms-gb.com or mobile 07836 203159. JP

Thanks to: David Acon for his local assistance. Any interested parties (especially owners of cars, competing in Jersey) in the 2022 event, should contact David at david.acon@hotmail.com



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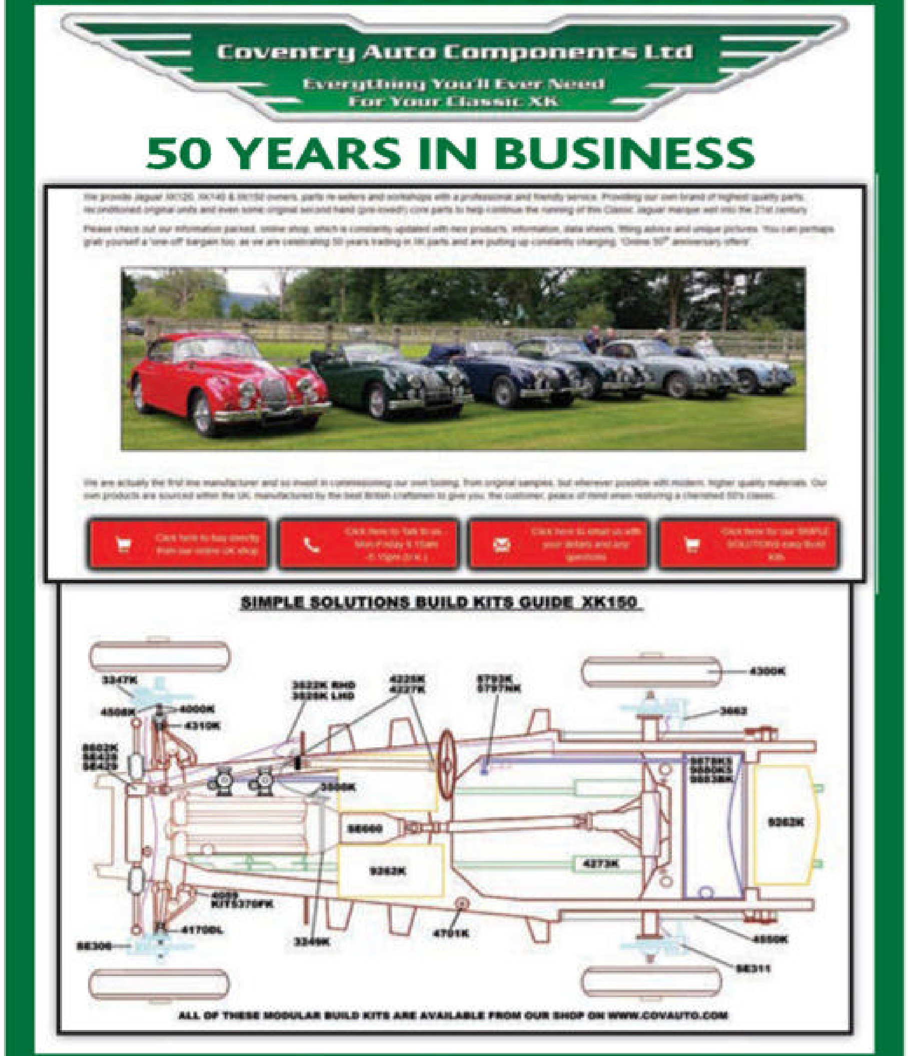
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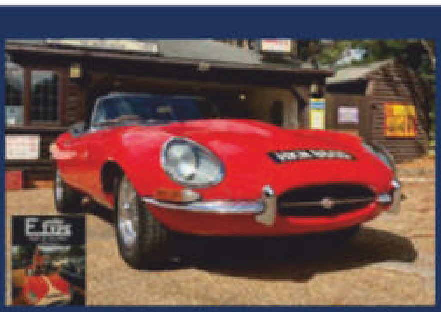

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TWIN TEST

Past & present

WORDS **CRAIG CHEETHAM** PHOTOGRAPHY **PAUL WALTON**

Two brand new models arrived on the executive car market in late 1994, both with a very different approach. But was it the retro-cool Jaguar XJ6 or the unashamedly high-tech BMW 7-Series that came out on top? We bring early examples of both together to find out

WHEN JAGUAR pulled the wraps off its new XJ6 at the 1994 British Motor Show, the newcomer received a rapturous response.

The replacement for the XJ40 was the first new Jaguar to be launched under Ford's ownership and was rushed into production ahead of the company's more ambitious projects, such as the XK8 and S-TYPE, in order to show the world that Ford had plans for the luxury brand.

As a result of its short gestation, the new X300 made use of a lot of XJ40 parts. The main bodyshell, glass, doors and dashboard were the same, but the new XJ was a lot more than just a facelift.

For starters, it wasn't shy in looking backwards. While the XJ40 was all square-edged and Eighties in its appearance, the new X300 brought back some more traditional Jaguar styling cues, including quad headlamps, a fluted bonnet and delicate triangular rear lamps. It was not only unmistakably a Jaguar but also unmistakably an XJ, despite some modern technology under the bonnet in the form of the company's new AJ16 engine.

It was a terrific car to look at and an even more rewarding one to drive, while at the same time achieving a happy medium that Jaguar had failed to meet previously; despite its retro looks the new-look XJ was actively marketed (and quite successfully) towards younger drivers, with the fleet-oriented Sport model sharing the styling and sports suspension of the range-topping supercharged XJR to make it appeal to thrusting younger execs who may otherwise have plumped for one of the German brands.

Despite their awareness of its XJ40 roots, critics were still favourable of the new car and its refinement. "Driving the XJ6 is an essentially sensual pleasure," wrote the great Russell Bulgin in the November 1994 issue of *Car* magazine. "There's a silken quality to the damping, a poise to the new ZF Servotronic power steering and a malleability at either end of the suspension travel that ensure that crenulated surfaces turn into crème caramel." ►

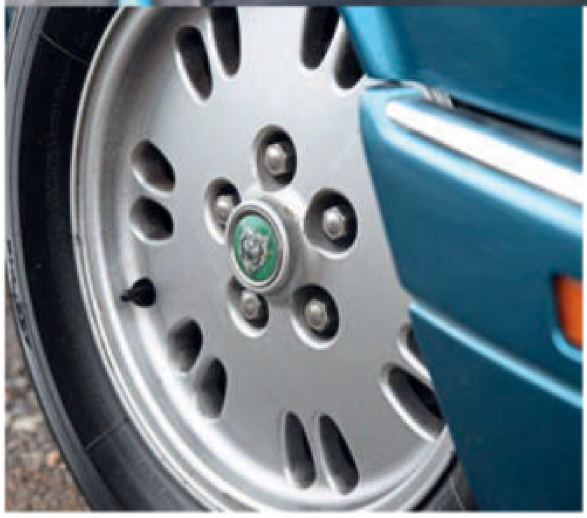
> **“If you want to get noticed then the Jaguar is the one to go for, but part of the 728i’s appeal is that it slips beneath the radar**

But Germany had an ace up its sleeve – and what an ace it was. The E38 generation of BMW 7-Series is, to this day, regarded as a high watermark for BMW. It was a car that was not only clinically styled and beautifully executed, but also technologically advanced. It was the first car in the world to get curtain airbags and the first BMW to come with integrated satellite navigation and digital radio for starters – all of which are standard in most mainstream models a quarter of a century on.

“The brave new world of luxury sedans is typified by more space-efficient shapes, higher-technology equipment, and considerably less flashy ornamentation,” announced the American *Motor Trend* magazine in March 1995. “With BMW’s improved aero bodywork, more-rigid structure, larger living area, and sport-sedan driving dynamic, the outstanding new 7-Series is at the forefront of this movement.”

Both cars were offered in straight-six or V12 flavour during their lives, but Jaguar had to wait until the V8-engined X308 came along in 1997 in order to take on the V8s that fed the mid-point of the BMW line-up range.

The volume BMW, though, was the entry-level 728i, which came with a 2.8-litre 24v straight-six. It was £2,000 more expensive than the £34,495 Jaguar, despite being 13bhp behind it on power output. But, in terms of spec, the BMW left little behind – to equip an XJ6 3.2 Sport up to the same level as the BMW, with leather trim and a six-CD stereo, you’d be looking at an almost identical price.



The same applies today, too. Both of these cars have similar values, whether you’re shopping at the cheaper end of the spectrum or looking for the absolute best. Or, in the case of the two we have here, are looking for something somewhere in the middle.

The E38 is a fabulous-looking car that still appears contemporary today. Indeed, in the eyes of the brand's purists, no Seven since has looked as good. From its distinctive front end – which replaced BMW's traditional quad-light appearance with new rectangular lamps, but retained the iconic kidney grille – to its kicked-up rear end, angular flanks and trademark Hoffmeister kink on the C-pillar, the E38 is beautifully proportioned. Plain, but no less handsome for it. When the controversial flame-sided E65 7-Series appeared in 2001, BMW traditionalists were up in arms.

The X300 is a lot fussier, but not in a bad way. It was the first led by Jaguar's then design director, the late Geoff Lawson, to come to fruition and the first demonstration of Lawson's interpretation of the New Retro design theme that was running through all of Ford's brands at the time. It would ultimately lead to the even more retro S-TYPE, along with the micro-XJ looks of the X-TYPE and the all-new X350 XJ, which continued the theme, though tragically Lawson never got to see the latter two in the metal as he died from a stroke in 1999.

It wasn't quite the free design that Lawson would have liked it to be because the X300 needed to retain the XJ40's doors and mid-section, complete with low roof and high sills – a rather antiquarian look when compared to the bluff-sided and bold BMW. But the proportions were (and remain) almost perfect. The detailing was lovely, too – delicate chrome not done to excess, discreet badges and a purposeful grille.

There's a reason why the X300 and subsequent X308 are becoming increasingly popular as classic cars and it has a lot to do with the fact that today, as they have done for the past 25 years, they still look achingly pretty.

And that makes choosing between these cars extremely difficult – the X300 is by far and away the most distinctive and characterful, but the BMW is the cleaner design, unimpeded by excess. If you want to get noticed then the Jaguar is the one to go for, but part of the 728i's appeal is that it slips beneath the radar.

Considering the Jaguar's interior was a carry-over from the XJ40, the majority of its switchgear is simple and intuitive to use, but additions that came as part of the X300 refresh – such as the digital air-con

►

> **With entry-level powertrains, neither of these cars are overtly quick, but neither are they slouches**

controls, door-unlock button and cruise control switches – appear to have been added as the interior designers went along.

The BMW, by contrast, is very well thought-out. The cabin is much more spacious, the plush seats are bigger and more inviting, the rear legroom is multiple times better and the luggage space far more commodious. It feels like a car from a different era, which in many respects it is.

But, while the BMW is by far the more practical and best thought-out of the two, the Jaguar trumps it for its driving position. You sit low, legs outstretched, behind a dash that may feel like an anachronism, but only in the way that you might choose an antique desk to suit the style of your home. It's extremely comfortable – and that's before you've even considered the ride quality.

With entry-level powertrains, neither of these cars are overtly quick, but neither are they slouches. The Jaguar has 208bhp compared to the BMW's 197bhp, while torque figures are similarly distanced (206lb ft and 222lb ft, respectively) – but, in reality, the difference between performance is negligible. With automatic transmission, the Jaguar accelerates from 0-60mph in 8.7 seconds, while the BMW takes 8.6. The BMW's top speed is 141mph, the Jaguar's 138mph. So there really is nothing to choose between them.

The difference is in the way they deliver it. Both have 24v straight-sixes, but the Jaguar AJ16 unit feels more eager. It delivers its power in a more muscle-car manner, the rear end of the car dipping down as it lifts up its skirt. The BMW feels more stable and somehow more mature. It accelerates smoothly and never feels lacking in power, but it doesn't have the Jaguar's sense of occasion.

By contrast, the BMW feels every bit the big car that it is. It has that fantastic BMW feel as you turn into and accelerate out of a bend, for which the Bavarian brand is highly regarded, but it also feels heavy and a bit more of a handful. By that, we don't mean it's bad – far, far from it. It's a fine-handling and very likeable car, but the Jaguar is a vehicle that was designed from the ground-up around its driver, and it shows.

Like so many cars from the Nineties in the current market, prices are all over the place, from a few hundred quid for the rough examples to five figures for the very best. Specification is important, condition even more so.

As a ballpark figure, you can get a very usable example of either for around the £2,000-£3,000 mark and for that both of these cars have plenty to offer for a sensibly modest outlay. The downside is that cars in ►

Both of these cars are wonderful long-distance cruisers, though. The BMW, with its wide electrically-adjustable seats and more open-plan cabin, is the airiest and more convivial for passengers, but the Jaguar is every bit the better driver's car.

That applies away from the motorway, too. For starters, the Jaguar has an immeasurably better ride – something that has always been an XJ hallmark. Whether it's a bumpy country lane or broken tarmac, the Jaguar has an absolutely wonderful ride quality that adds to its claim as the most comfortable car in this pairing.

Yet show it a twisty road and the Jaguar really shines. It could be down to the Sport sharing its suspension set-up with the XJR, but the Jaguar manages to handle like a much smaller, lighter car. It's impossible to not enjoy hustling it along.

this price bracket won't be perfect and will require regular fettling to keep them on-song. The two cars in this group test are typical of the cars in this price bracket – smart and presentable, but with a jobs list attached.

Spend upwards of £4k and you're more likely to find a good one, but, even then, there's a notable gulf between the best cars and the merely average. A decent service history is helpful, a thorough check of the bodywork essential.

Concours examples of either are already £7,000 upwards and are only going one way, with the best ones fetching more than that. A perfect X300 is a £15,000 car these days, the E38 slightly less.

So, which would I choose? Confession time: both of these cars are mine, so when it ultimately came to choosing between the two, I couldn't and ended up with the pair. What more proof is there that each is beguiling for its own reasons?

I wanted to own both of these cars as an 18-year-old when they first came out and promised myself that I would. At 43, I now do – and I got them both for less than the price of a well-used hatchback.

And therein lies the appeal of these cars. I've owned the Jaguar for seven years. It has rewarded me by a constant, unending list of niggling little faults, but it has never really let me down mechanically. I'd jump in it and drive it to the other side of Europe tomorrow, knowing full-well that I'd arrive refreshed and happy. It's like your favourite pair of old shoes. You love an X300 because it is wonderfully comfortable – and it fits. The more you own it, the more you grow to trust it, too.

The BMW, by contrast, is a far more complex car. I love its simple styling, its intelligent cabin layout and its all-round feeling of solidity, yet I know that in real terms the Jaguar will probably be the more reliable and simpler car to own. I say this as a dyed-in-the-wool Jaguar lover, but in 1994 the 728i was probably the better car, if not one of the best cars in the world.

It was great, and didn't need to apologise for a thing, whereas the Jaguar was compromised by its aged architecture and below par packaging.

In 2020, I'd take the Jaguar every time.

TAKE TWO

Paul Walton's view on these two stunning cars

I also have a confession: my wedding car in 2000 was an E38. It should have been the XJ8 4.0 that belonged to the publisher of the classic car magazine I was working for at the time, but he 'forgot' so I sourced a 750i, the glorious V12-engined model, from BMW's press office.

I've loved the big German saloon ever since and driving this green six-cylinder model (coincidentally, the same colour as my wedding car) brought back many memories. It is a masterful, powerful saloon that all these years later still offers a feeling of invincibility that the Jaguar just doesn't command. The six-cylinder is smooth, refined and overall the 728i is the more modern of the two to drive.

Yet, as I follow Craig in his XJ6, it's the better looking of the two; the BMW has too many typical-of-the-era sharp edges to be pretty. The XJ6's soft curves might be an unashamed nod to the past, but its proportions and detailing are close to perfect. I think the Jaguar's interior is more interesting, too, and overall has a bigger character than the German car's.

However, I can't get away from the BMW's indestructibility. Craig might say he'd drive an XJ6 through Europe (and – who knows? – he might even make it), but I know the 7-Series would get me home again. It's for that reason I'd buy the BMW, but still look longingly at the Jaguar.

1997 728i SE
Engine: 2,793cc, 24v 6cyl
Power: 197bhp
Torque: 222lb ft
0-60mph: 8.6secs
Top speed: 141mph
Economy: 28mpg
Price new: £36,915
Value now: £3k-£13k

1995 XJ6 3.2 Sport
Engine: 3,239cc, 24v 6cyl
Power: 208bhp
Torque: 208lb ft
0-60mph: 8.7secs
Top speed: 138mph
Economy: 27mpg
Price new: £35,950
Value now: £3k-£15k

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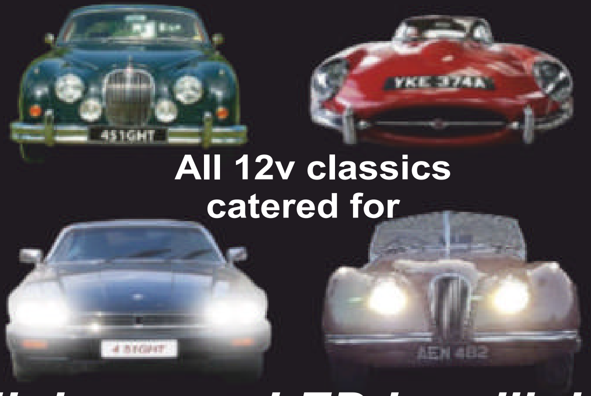

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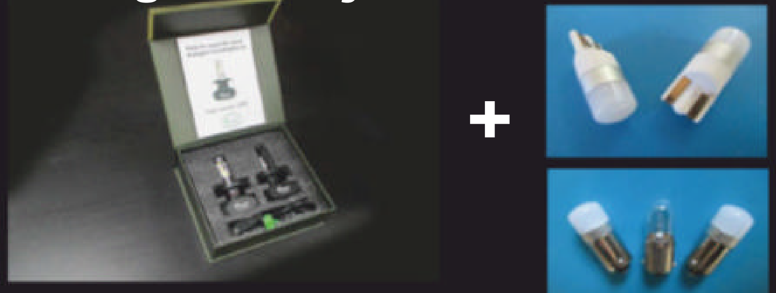

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DRIVE STORY

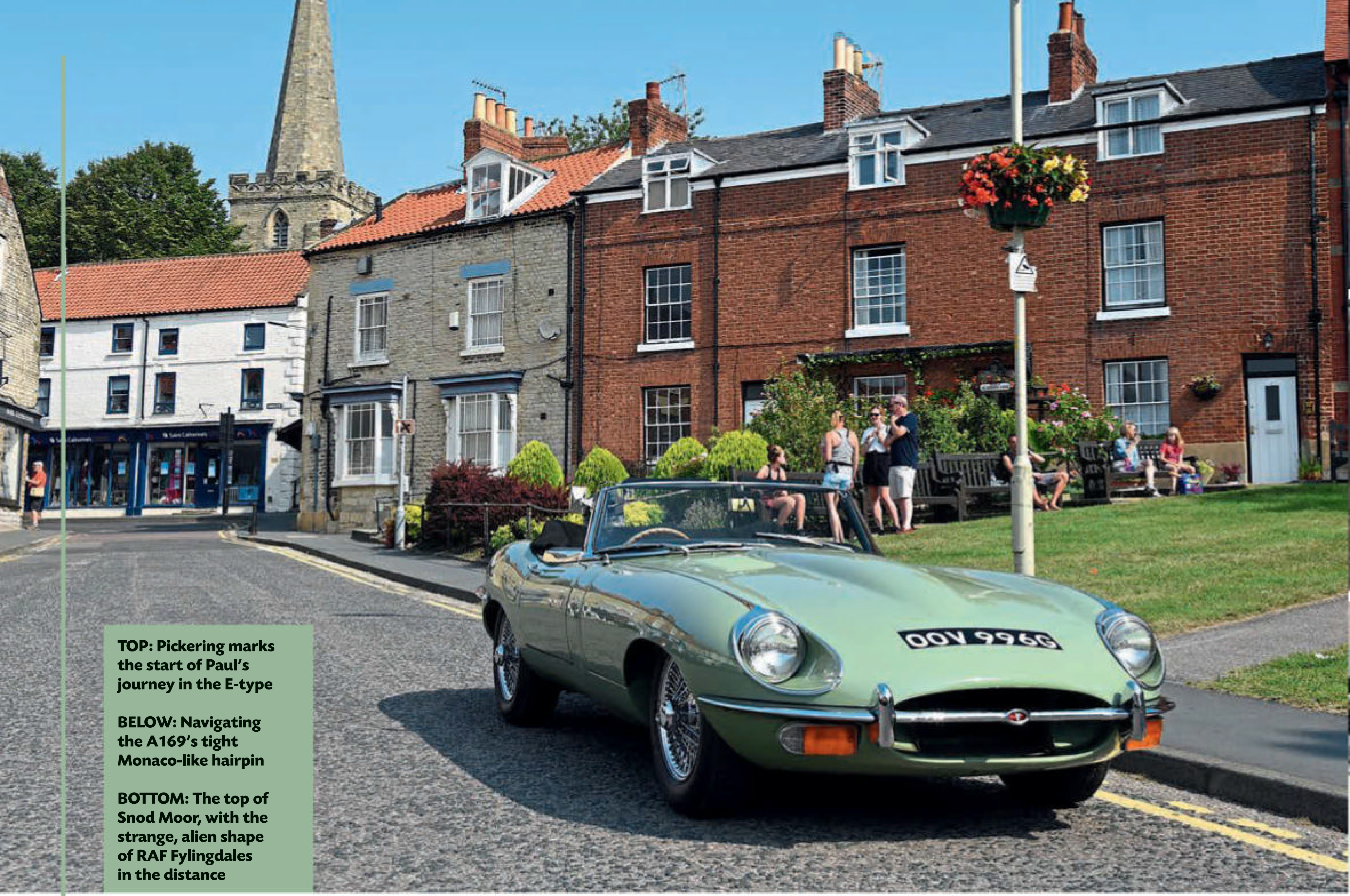
Over the top

The idea was simple: drive one of Jaguar's prettiest sports cars, an E-type Series 2 open two-seater, across the top of one of the UK's prettiest locations, the Yorkshire Moors. The result is a special and unforgettable journey

WORDS & PHOTOGRAPHY **PAUL WALTON**

WITH THE throttle as perfectly balanced as the steering, I exit the corner quickly and cleanly ready for the long straight that follows. The road ahead of me is as empty as the view and, as I floor the throttle, the 4.2-litre engine delivers its power in one raspy, snarling lump; I soon become a green blur against the purple bracken that blankets the moor.

It's the long straights and fast, swooping corners such as these, together with its isolation, that makes the A169 one of the UK's best driving roads. The 21-mile section that snakes over the top of the Yorkshire Moors between Pickering and Whitby is especially exciting. And how better to explore one of the UK's best roads than in one of Jaguar's best sports cars, an E-type Series 2 open two-seater? ►



TOP: Pickering marks the start of Paul's journey in the E-type

BELOW: Navigating the A169's tight Monaco-like hairpin

BOTTOM: The top of Snod Moor, with the strange, alien shape of RAF Fylingdales in the distance

The Series 2 is often overlooked in preference for the original and arguably purer Series 1, mainly due to the open headlights and ungainly 'trailer board' rear light clusters, but no one cares about such trivialities when I arrive in the centre of Pickering. "Nice car, mate," says one passer-by. I sheepishly admit to it not being mine, quickly adding (before he calls the police) that I've just borrowed it from the Classic & Sportscar Centre down the road in Malton.

He's right though. It is a nice car. Willow Green isn't a common colour (a factory option between 1968 and 1972) and suits it well, highlighting the E-type's voluptuous lines better than the darker, more traditional BRG.

Registered in November 1968, a month after the Series 2 debuted at the British Motor Show, this car is a very early example. And because it was originally restored way back in 1979, it has a delightful patina. Cosmetically, it's not perfect, despite the more recent work, but it's all the better for that. Together, the minor marks and imperfections say this is a car to be driven and enjoyed, not displayed. And that's exactly what I intend to do.

As I slip behind the aftermarket – and beautiful – wood-rimmed Moto-Lita steering wheel, I am greeted by the sea of black vinyl and thick rocker switches that replaced the turned aluminium fascia and delicate

E TYPE
JAGUAR
4.2

flicker switches of the very early models. It remains stylish, though – but, like a mod suit, social revolution or Beatlemania, it's very much of its time.

The engine churns into life the moment I twist the key in the steering column-mounted ignition (sadly, the central console-positioned starter button was lost as part of the Series 1½ update in late 1967/early 1968). I leave Pickering's pretty market square, the familiar twin-cam roar of the XK engine ricocheting off the buildings, and join the A169.

The 21-mile road goes back to the 18th century when three Acts of Parliament for the building of a turnpike (or toll road) between Whitby and Pickering were granted in 1784, 1785 and 1827. Incredibly, the road wasn't tarred over until the Thirties, being laid with limestone until then. But, of course, back then the traffic would have been an occasional stagecoach, a farmer's horse and cart, or perhaps a herd of sheep wanting a day out at the seaside.

With 6,500 vehicles a year travelling it today, it's now table top smooth and perfect for a Sixties sports car. The first section cuts through lush and fertile Yorkshire countryside, where the fields are currently full of crops waiting for harvest.

A couple of miles down the road, where the A169 enters the North Yorkshire Moors National Park, it starts to climb, clearing the trees to give tremendous views over the moors. I look out to the Hole of Horcum, a spectacular amphitheatre 120m deep and a kilometre wide. Local legend has it that the hole was made by a mythological giant called Wade, who picked up a clod of earth and threw it at his wife, making both the hole and nearby Blakey Topping, where it landed. I wonder what Mrs Wade did in retaliation? Since Wade has a strong association with the sea (his boat is mentioned in Chaucer's *The Merchant's Tale*), I hope it was to hide his towel.

An even better view than of the moors, though, is the one through the screen and down the E-type's famously long and curvaceous bonnet. As evocative as the exhaust note, it's easy to understand why the E-type continues to fascinate us almost 60 years after the model's debut. As one of the few cars (the original Mini being another) that are a part of British society and culture, everyone who saw the car during my trip knew exactly what it was.

My revere is broken by a series of corners, a long left-hander followed by a tight right. With the road also dipping quickly, they're the Yorkshire equivalent of two of the most famous corners in the Monaco Grand Prix circuit, Grand Hotel Hairpin and Mirabeau Bas. There might be more trucks and a lot less glamour here, but this car makes the bends just as exciting. And despite the sharpness of the turn, the E-type slices through the corners with ease, the standard rack-and-pinion steering remaining surprisingly quick and precise for a 52-year-old sports car.

The Moors dominate the view out of the screen – much like the horizon from a plane – and I accelerate hard for a following straight, filling all of North Yorkshire with that raspy exhaust note. Combining the 265bhp from the 4.2-litre straight-six and the car's minuscule 1,260kg weight (177kg less than a Series 3), performance is strong and punchy, the XK unit always eager to deliver its power. Acceleration is further aided by quick and accurate changes – the Series 2 has an all-synchromesh four-speed 'box. The gears snick into place with the certainty of a key twisting in a well-oiled padlock. Yet, because of the E-type's iconic status and high values, it's easy to overlook that the car is a proper, full-blooded sports car; take away its mythical status and that's exactly what it is.

The road starts to ascend once again, meandering back and forth up to the top of Snod Hill, where, in the distance, is an enormous flat-headed pyramid, its eeriness heightened by a whisper of early morning mist. It looks a bit like an alien spacecraft (although I'm not sure why they would land here, miles from civilisation, or even a decent coffee), but this is actually the building – a radar base – housing RAF Fylingdales.

Originally the radar station consisted of three 130ft spheres built in 1962/3 (universally nicknamed 'Golfballs') they were ►

replaced in the early Nineties by the current 120ft building. RAF Fylingdales' objective is to alert UK and US governments of an impending ballistic missile attack (the so-called four-minute warning during the Cold War), plus detect and track orbiting objects. I cross my fingers it doesn't track the speed of green E-types on the nearby A169 at the same time.

After negotiating another tight corner, the road immediately climbs again, up a delightfully fast, sweeping curve followed by another fast, long straight that gives tremendous views over Goathland, home to the popular TV series *Heartbeat*, set in the Sixties about a village bobby. Fantasizing that I'm in an episode about a bank robber being chased by a Ford Anglia police car, I drop down a gear and gun the engine. The car picks up speed as cleanly and easily as a car a third of its age; if I was being chased by the Rozzers, I'd have left them behind long ago.

As I roar across the Yorkshire countryside, I can't help but wonder why the Series 2 isn't as universally loved as the Series 1. Admittedly, the front and rear lights (changed to meet American legislation about bumper and headlight height) significantly impact the car's looks, but the E-type's unique aura, character and myth remain intact. It's as good to drive as any Series 1, while improved cooling, better three-pot Girling brakes and more comfortable seats make the model easier to live with. Yet, at £90,000, this Willow Green Series 2 is significantly cheaper than the several Series 1s that Classic & Sportscar Centre also have for sale.

Just as the surprisingly blue North Sea becomes visible over the Moors, the road starts to descend more quickly than it climbed. The Blue Bank is a steep, one-in-five (20 percent) gradient that's famed for its accidents, the most famous being on 21 July 1929, when the brakes of a bus failed and it careered off the road at the bottom of the bank. At the point of the crash, the bus wrecked several beehives and the rescue effort was hampered by hundreds of angry insects.

At the bottom of Blue Bank, where the road starts to flatten, is the village of Sleights, the name coming from the Old Norse for *sletta*, meaning flat land. The Norsemen might have conquered huge ►

> “I can't help but wonder why the Series 2 isn't as universally loved as the Series 1

Peter Jarvis
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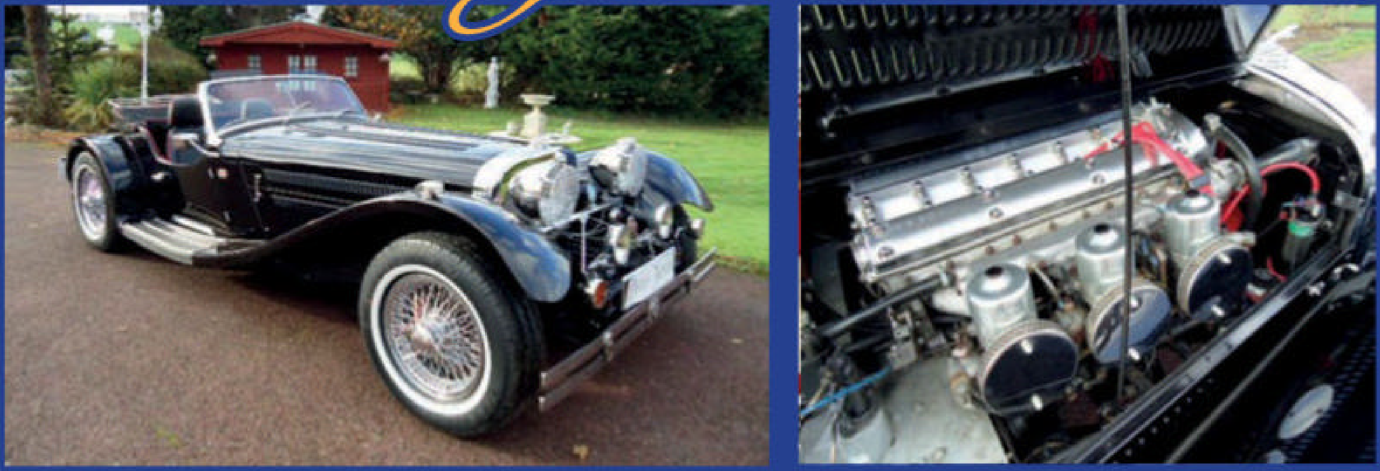
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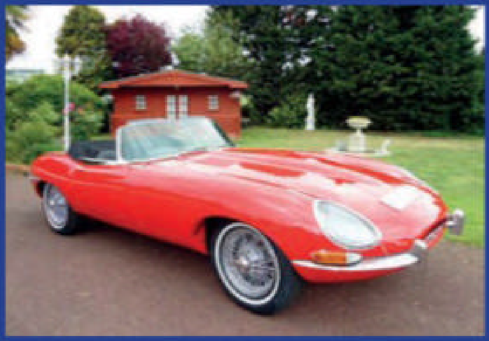
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Journey's end, overlooking Whitby's harbour and the ruined abbey in the distance

swathes of Europe, but they clearly weren't very imaginative.

The junction with the A171, after I cross the River Esk, marks the end of the A169. It's also where the first German bomber, a Heinkel He 111, was shot down onto British soil during World War Two, crashing to earth on 3 February 1940. To mark the location, a decade later two stone columns from a nearby bridge that was washed away during the flooding of July 1930 were positioned either side of the A171/A169 roundabout.

I manage to join the A171 in one piece and begin the final drive into Whitby, the beautiful harbour town famous for being the place British explorer James Cook started his career as an apprentice in 1747. The town's other claim to fame is more macabre, being the location of Dracula's arrival into England in Bram Stoker's 1897 novel of the same name. Disguised as a large dog, he bounded up the 199 steps to the 11th century abbey that sits on a cliff overlooking Whitby. Still, I doubt he received as much attention as I do in the E-type.

The popular seaside town is bustling with tourists on this sunny August afternoon, and the green car gets even more admiring glances than it did in Pickering.

"Nice car, mate."

"So I've heard."

After successfully navigating the busy roads – aided by the car's light steering and notably sharp, but progressive, brakes – my journey ends overlooking Whitby's pretty harbour, and the ruins of the abbey.

The drive from Pickering has been a little over 20 miles, a blink of an eye in an F-TYPE, but the E-type has transformed it into a much bigger and more memorable adventure than in any modern car thanks to its aural and visceral excitement.

The Series 2 might always be overshadowed by the Series 1, but, thanks to its speed, handling, looks and comfort, I couldn't think of a better car to take over the top. PW

Thanks to: Classic & Sportscar Centre in Malton, North Yorkshire, for the use of the beautiful E-type featured here. See this car and many others at www.classicandsportscar.ltd.uk or call 01944 758000

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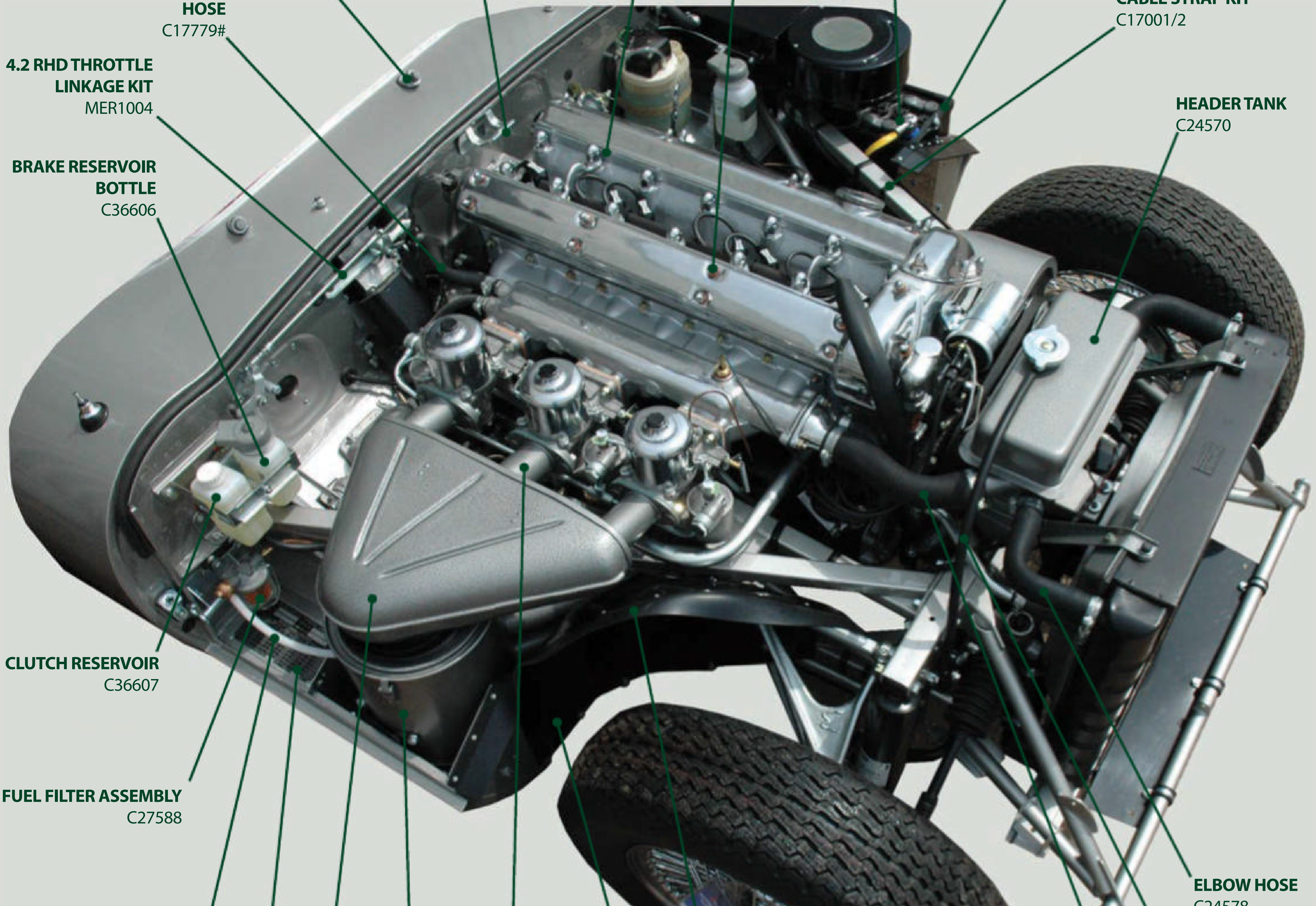
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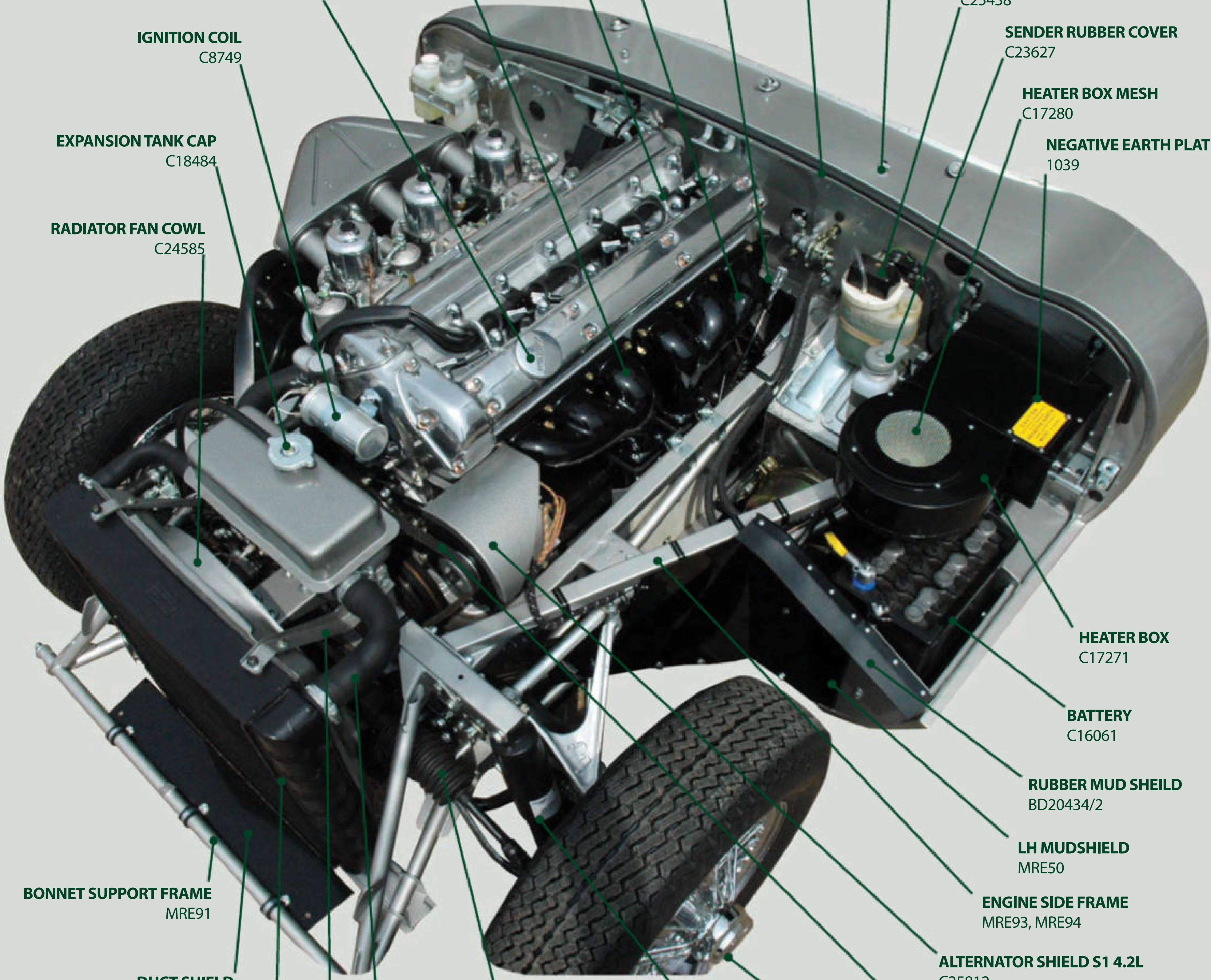

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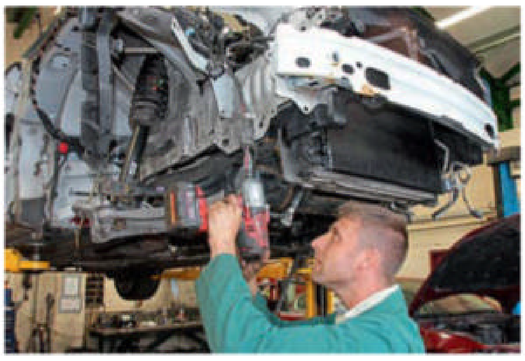
76 OUR JAGUARS

Paul Walton takes his XK8 along his favourite Cambridgeshire road, Jim Patten enjoys a blast through Essex in his open E-type and Laura Jones' X-TYPE has a moment in Wales



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Part two of repairing a damaged XF, as Eurojag looks at refitting the bumper

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PAUL WALTON – EDITOR

2000 XK8 4.0

With his XK8 repaired, Paul takes the V8 coupe along one of his favourite roads, the B660 that weaves excitingly through the Cambridgeshire countryside

THERE IS a certain irony that despite travelling all over the UK to find the country's greatest driving roads – including the A4069 in Wales for the February 2020 issue (p26) and the A93 in the Scottish Highlands for May-June 2020 (p34) – one of my favourites is so close to home I almost consider it my front drive.

The B660 is a twisting, turning, taxing thread of tarmac that flows through the Cambridgeshire countryside like an enormous grey river. With long straights, fast corners and stunning scenery, it is for drivers what the Amazon River is for canoeists. All of this makes it the perfect place to test my newly repaired XK8.

As revealed in the September 2020 issue (p3), I planned to take the car for a much longer journey – the full length of the A1 between London and Edinburgh – but an amber engine warning light a mere 30 minutes after setting off put paid to that. So, after taking the car to Clive Kirton at Nene Jag Specialists (www.nenejags.co.uk) I spent the next few days sulking, looking online at what I could afford if I sold it, the options being an XJS 4.0, XK 4.2, Porsche Boxster 2.9 and a Caribbean holiday.

My mood was lifted when Nene Jag's Julia Kirton called a few days later to say the car wasn't to blame; it was another faulty air flow mass meter (the third to fail in two years), which was replaced under warranty. Following several tests, Clive put the problem down to a faulty batch of air meters, sourced from the local main Jaguar dealer, rather than the car itself. Fingers crossed that's the case.

With no time for a second attempt at my proposed London-Edinburgh journey, I decide on using the B660 for the car's first proper post-lockdown drive, specifically the first 22 miles to Kimbolton. I head to the road's source, a nondescript T-junction at Ramsey St Mary's, a few miles outside Peterborough, and a mere seven from home (told you it was close). I know Ramsey St Mary's (a typical blink-and-you'll-miss-it tiny Cambridgeshire village) for two reasons: its elegant Victorian church and because I previously stored my caravan not far away. Guess which one makes it on to Wikipedia.

The road begins with a fast, arrow-straight section that allows me to squeeze the throttle reasonably hard for a sudden and strong burst of acceleration. With 290bhp, the XK8 4.0 is the entry point into XK ownership but I'm never disappointed by its performance. When the engine instantly responds to my request for power, filling

40
RAMSEY ST MARY'S
X458 BTT

The B660's starting point at Ramsey St Mary's

B 660
HOLMEWOOD
GT. NORTH ROAD
RAMSEY ST. MARYS
RAMSEY
B 660

The village of Holme

Paul attacks his favourite section of the B660 in the comfy cabin of his XK8

the cabin with the V8's familiar, melodic grumble, all thoughts of selling disappear. The green coupe might drive me to despair at times, but when it's running well like this I can't think of anything I'd rather have, including a two-week trip to Jamaica. I'm not sure my wife would agree, though.

I approach a sharp right-hand bend that's soon followed by a long, left corner. The XK8 isn't a sports car in the strictest sense. At 4,750mm long and weighing 1,615kg, it's too big and heavy for that. However, thanks to perfectly weighted and surprisingly sharp steering, plus nicely damped suspension, I'm still able to scythe my way through the bends with the precision of a surgeon's blade. Admittedly, the steel body allows more bodyroll than an all-aluminium F-TYPE, but I'd take the XK8's big comfy seats and supple ride over the newer car's harshness any day.

The road passes Holme Fen, a National Nature Reserve and the lowest point in the UK. At 2.75m (9ft) below sea level, it's even lower than I was when the amber warning light forced me to abandon driving to the Scottish capital.

After waiting for what appears to be LNER's entire rolling stock to pass over the infamous Holme Lode level crossing, I drive through Holme village, thought to be the location of a battle in 902 between the Anglo-Saxons of Wessex and Kent and the East Anglian Danes. According to the *Anglo-Saxon Chronicle* (a sort of medieval tabloid) it was 1-0 to the Danes, but mass slaughter stopped play.

Immediately after the village comes one of my favourite sections of the entire B660 – a straight surrounded either side by trees that opens out into a long, left-hand bend. I like the section so much that I do something I rarely do: put the transmission into sport mode and press the throttle with vigour. I don't like to push the 20-year-old car too hard, but, like an ageing whippet seeing a rabbit, and with the transmission now holding the revs for longer before changing up, the acceleration can still surprise me.

After crossing the A1 motorway near the beautiful village of Glatton and delving deeper into the Cambridgeshire countryside, I further enjoy the twists, turns and undulations of this magnificent road. Imagine every great corner of every great racetrack, and that's the B660. The scenery is also stunning and around every corner is what could be a painting by JWM Turner, albeit with tractors, cyclists and the occasional mobile phone tower.

Yet what impresses me the most about the journey is the car itself. I admit to being nervous before I left home, worried there'd be further issues. Would there be another warning light? Would a wheel fall off? Worse still, with no cup holder, would I spill my latte? But as I enter Kimbolton the car still feels like the strong, confident and luxury GT I know it can be.

The centre of Kimbolton could be a set for a film based on a Jane Austin novel, being lined with buildings typical of the Georgian period, and I half expect to see Mr Darcy leave one of the village's many pubs, ready for a kebab. Kimbolton doesn't mark the end of the B660 though; it continues for another ten miles before terminating in Bedford, but it's not as much fun. The 22 miles I've just covered are nothing compared to the drive I originally planned, but they are much more entertaining.

And, with the B660 being my quickest way home, I now get to do it all over again.

One of the B660's many corners in the beautiful Cambridgeshire countryside

Look out for Mr Darcy; Kimbolton marks the end of Paul's journey, but not the end of the B660

JIM PATTEN – EXECUTIVE EDITOR

1966 E-type open two-seater

Jim takes the open E-type for a blast through Essex to the Museum of Power while Bilko gets stuck into the fixedhead E-type

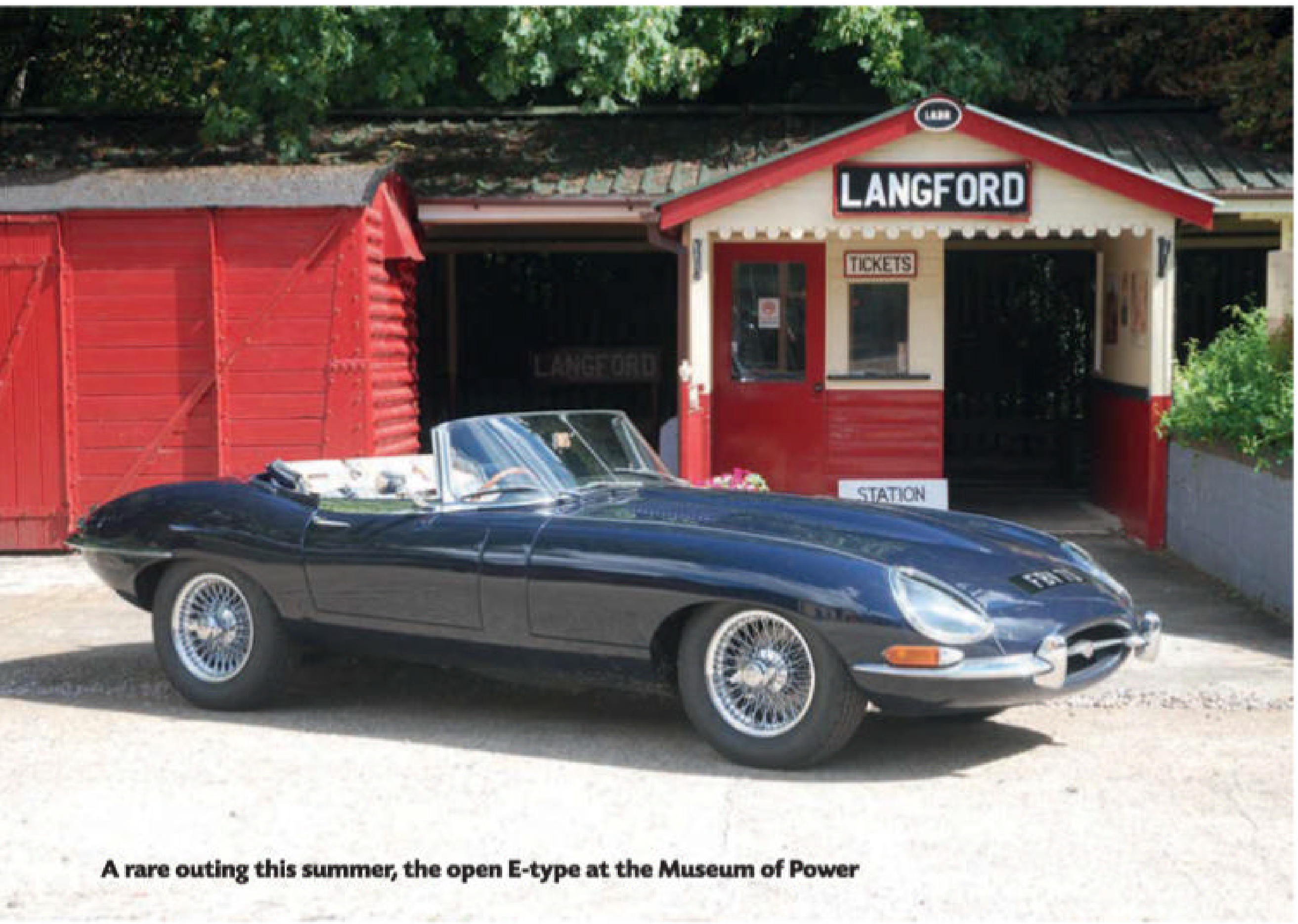
HINDSIGHT CAN be an embarrassing thing. At the start of the pandemic I rather glibly quoted that as we would not be able to drive to Italy, we would simply divert to Portugal instead. Like many, I had completely misjudged the situation and how different our world would become.

During lockdown, we got on with sorting out those small niggling problems that had been put on the back burner. One was the rattle of the internal door link-rod. It took about half a day to strip out the door, insulate the rod and put it all back again. Great job, no rattle. Our own supreme Jaguar engineer John 'Bilko' Lawrence has been going through the open E-type replacing anything that had the slightest bit of wear. He noticed a bit of movement in the track-rod ends, so we replaced both joints. We also popped in a set of new NGK BCPR6ES spark plugs. I'm hoping to get a professional detailer in to give the open E-type an in-depth clean, a job I always avoid.

Another job put off for years was to sort through my motoring books and manuals, of which there are hundreds (mainly non-Jaguar). Any that I wouldn't be taking to the next Jaguar Spares Day, I donated to the Museum of Power, at Langford, Essex. With the sun shining, we loaded the open E-type boot to capacity and set off driving the long way around for what should have been a ten-mile drive.

Opened in 1929, the Langford pumping station provided seven million gallons of water a day to the local area, all delivered by huge steam pumps. Today, the museum houses many different forms of motive power, but gives pride of place to Lilleshall, a triple-expansion steam engine returned to steam in 2011. The seven-acre site has been a popular venue for car and vintage shows, and over the past few years, has welcomed enthusiasts to its Sunday breakfast meetings, which although are currently on hold should be returning very soon as restrictions ease. Fortunately for us, the cafe was open so we enjoyed an afternoon tea in a delightful setting.

Meanwhile, Bilko is working on the injected fixedhead, fitting a new servo-controlled water valve, designed to shut off the heater when the air-con is activated. Current systems require a manual closure of the heater to avoid a mix of hot and cold air streaming together. He is also sorting the reverse light switch (unique to the Medatronics gearbox) that, in truth, simply meant removing the switch, giving it a bit of attention, and then refitting again.



A rare outing this summer, the open E-type at the Museum of Power

Do these spark plugs really need changing? Perfect condition, perfect colour, they will serve well as a spare set while touring

In truth, the track-rod ends could have waited until next year to be changed, but we had the opportunity now

It might not look much, but this valve will control the water cycle for the fixedhead E-type air-conditioning

LAURA JONES – SUB EDITOR

2008 X-TYPE 2.2D SE auto

Laura heads west to walk the coastal paths around Pembrokeshire in Wales, until DG58 WHT decides to play primadonna

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LEFT: Pete Coffin comes to DG58's aid. Luckily, the starting problem happens in the grounds of St Davids Guesthouse, where Laura and David are staying

RIGHT: A read-out shows the battery is not holding charge and needs replacing

DG58 WHT likes to let his hair down on holidays. He had a blast on the way to Cornwall last year, flinging away the turbo hose under 'active' acceleration; he likes to get down to earth and covered in mud and dead flies; and this year, while taking me and husband David to Pembrokeshire (where we plan to walk part of the coastal path), he starts to shake, rattle and roll at about 50mph-55mph. Either it's a drive shaft-related issue or one of the balancing weights has parted company.

After a refreshing night's sleep at our Haverfordwest guesthouse (St Davids, tel: 01437 766778) in the smoothest bedsheets I've ever snuggled into, we leave the X-TYPE with a close-by garage and walk into town. Passing by St Davids [sic] Prendergast Church, from which our adjacent Grade II listed guesthouse takes its name, I see the current priest and chaplain for the Haverfordwest branch of the Royal British Legion, the Reverend Marianne Osborne, and the branch's chairman and standard bearer, Ken Humphreys, and stop to chat. They are there to make a short service of remembrance of VJ Day, today being the 75th anniversary.

Back at the garage, the balancing only needs a tweak (£14), but the technician has noticed oil seeping from the drive shaft boot. After taking it for a quick spin and discovering the rattle only appears under acceleration around 50mph, he says, "It's the drive shaft failing, but otherwise this is a lovely car. You want to look after it – they don't make 'um like this anymore."

Unbelievably, three day's later, DG58 WHT again plays primadonna. Instead of hearing the clatter of the diesel engine, turning the key produces only a whirring sound, seemingly from the binnacle. As guesthouse owners Colin and Estelle have already started on an intensive mid-week service of our room, we retreat to the Victorian elegance of the house's stained-glass atrium, where Colin serves us a pot of tea, to wait for breakdown assistance.

Simon Price sorts DG58 out with a three-year-guaranteed Varta battery

When Pete Coffin, of Millforge Car & Commercial Repairs (tel: 01646 684599), arrives 30 minutes later, he fires up the X-TYPE using a portable battery and then tests DG WHT's battery capacity. Out of 720 amps, the battery has just 60. Strange, after such a long journey, but Pete (who has a couple of Jaguars himself, including an XJ6 Gold) has a theory on failing batteries: when a car undertakes a long trip after mainly running about town, "It boils the battery and warps the plates inside." He points us in the direction of DSR Batteries (tel: 01437 779209) on the other side of town. There, Simon Price sorts us out with a three-year guaranteed Varta battery for £98.50.

A few minutes after driving away we realise hot air is coming out of the vents – a catastrophe in this heatwave. My husband is now of the opinion that my beautiful, comfortable X-TYPE can't be trusted, teasing, "It can't go further than ten miles without breaking down." I just laugh in his face and tell him it's better than his 'shopping trolley'. Still, I pull over, turn off the engine, cross my fingers and hope doing so will reset whatever became unhappy by the battery change. I'm so relieved it works. Visiting two garages and enlisting Nationwide's breakdown service is exhausting enough for one holiday. Especially alongside walking 30 miles of rugged, undulating coastline. ■

PART TWO

Repairing an accident-damaged XF

We return to Eurojag to trial fit replacement parts to an accident-damaged XF

WORDS & PHOTOGRAPHY
ROB HAWKINS

LAST MONTH, Eurojag's Ben started work on repairing an accident-damaged XF by assessing and removing the damaged components. Now, he looks to trial-fit replacement items. Fortunately, with a yard and stockroom full of spares, the partially stripped XF is straightforward to reassemble, although a few new parts do need to be purchased in this case, such as a front bumper and bonnet.

At this stage, the plan is to trial-fit them to make sure everything goes on and the panel gaps between the wings, bonnet and bumper are even. At that point, the partly assembled car is sent to a local bodyshop to have its exterior painted. Upon its return, we start to follow the meticulous reassembly, starting with the front bumper, which needs all its trim and sensors fitting before attaching it to the front of the XF.

Next month: We continue with assembly and refitting the front bumper and follow the completion of the car to its return to the road.

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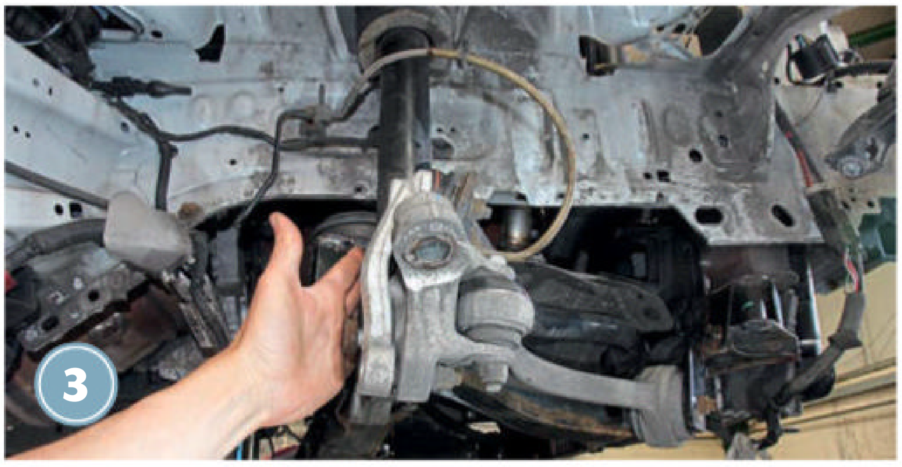
REASSEMBLY BEFORE THE RESPRAY

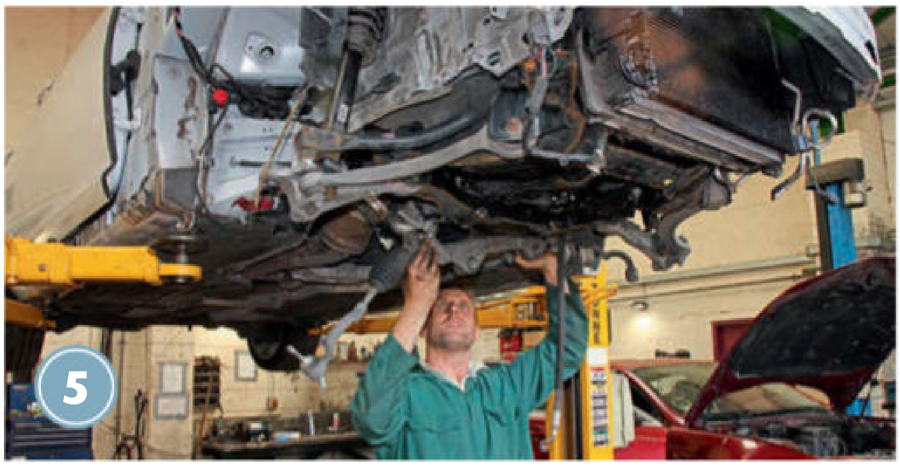
There is quite a collection of parts that need to be fitted onto the XF, including a new bonnet and front bumper, but also several used parts – such as an front subframe, steering rack and sill cover

A used front subframe in better condition than the one removed is part-assembled with an anti-roll bar, lower arms and banana arms, then fitted to the underside of the XF

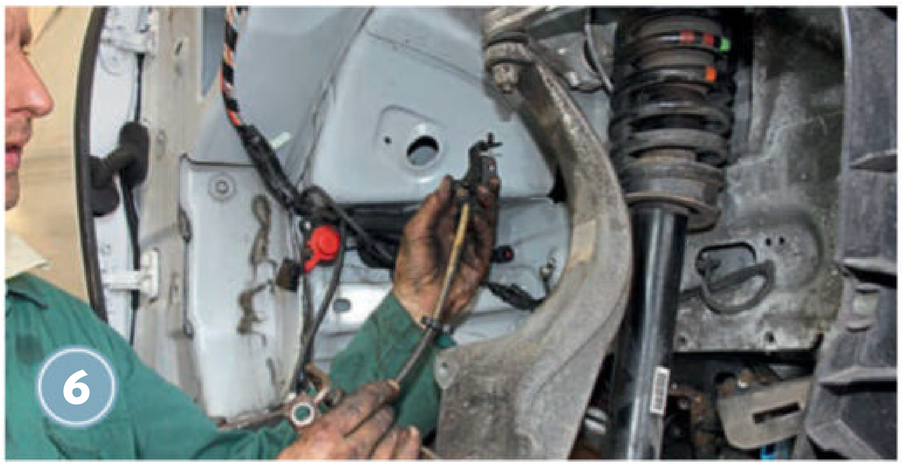


The coilovers are already refitted, so Ben secures the bottom of them to the lower arms, which are in turn already fitted to the front subframe

Ben continues to secure the front subframe in position, refitting its 15mm and 18m mounting bolts at the front and rear. He fits all of them before progressively tightening them

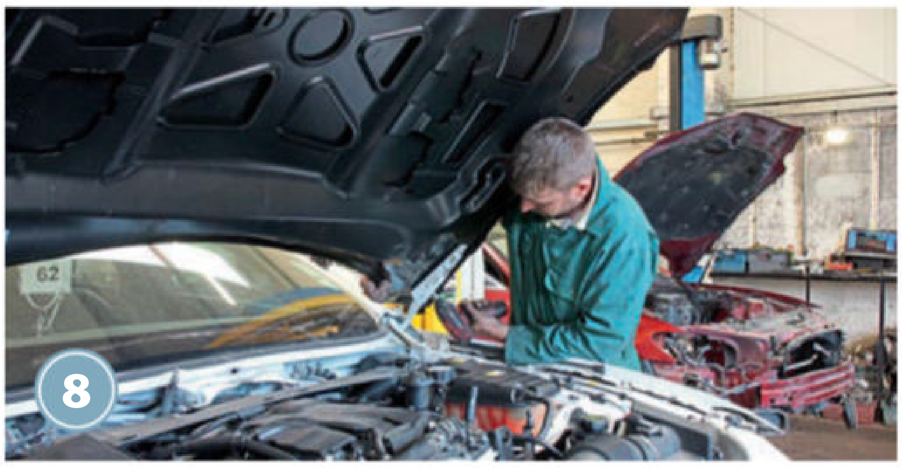


A replacement steering rack is manoeuvred into position and secured with its 15mm and 18mm mounting bolts. The end of the steering column is connected and secured, and the power steering pipes are refitted

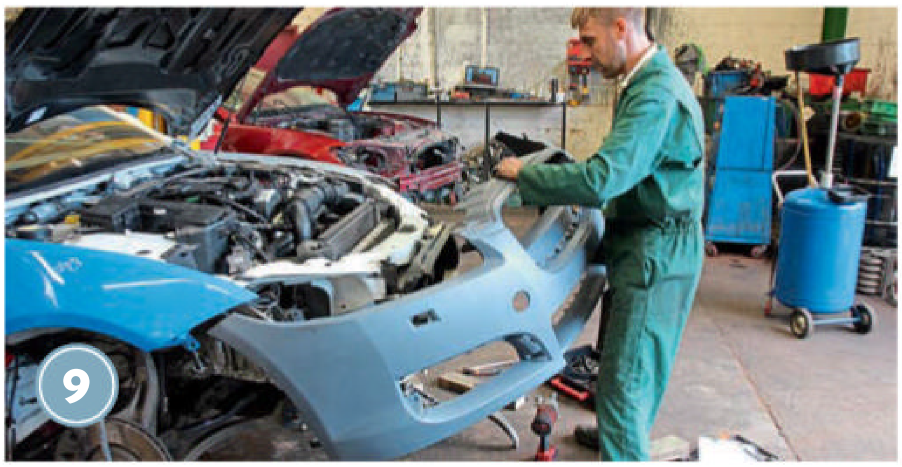


Returning to each front wheelarch, the ends of the anti-roll bars are attached to the drop-links and the uprights are refitted. Ben decides to replace one of the brake flexi-hoses where a steel pipe section has corroded

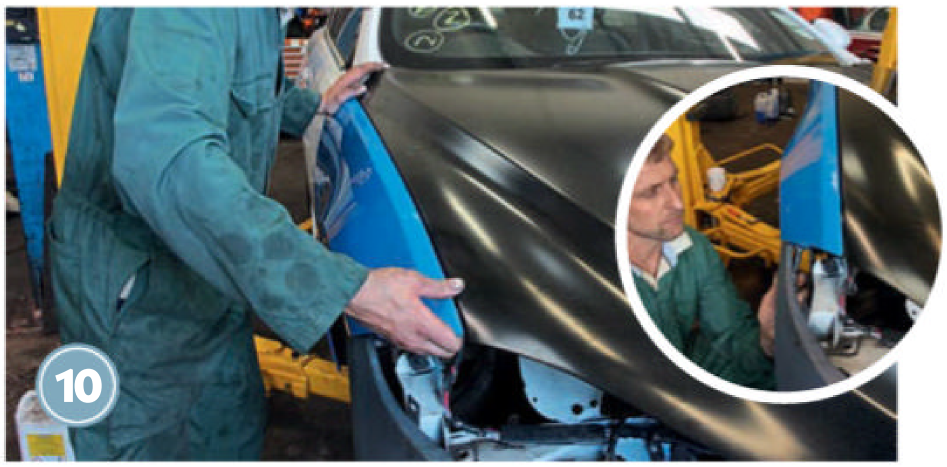
A replacement offside front wing is taken from a scrap XF and trial-fitted. This will have to be resprayed, but can be painted in situ. Its mounting bolts aren't fully tightened until the bonnet is fitted



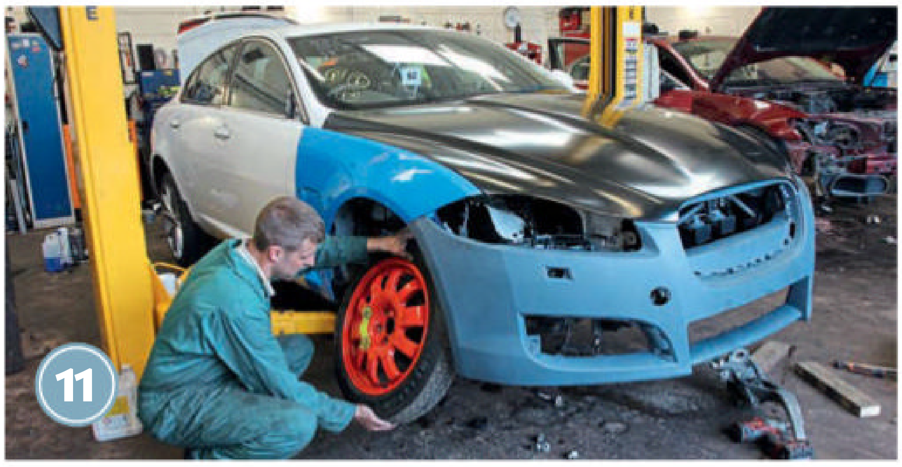
A new bonnet is carefully lowered into position and secured to the hinges at the rear corners, taking care not to let it slip and crack the windscreen. It needs adjusting to align with the bumper and wings



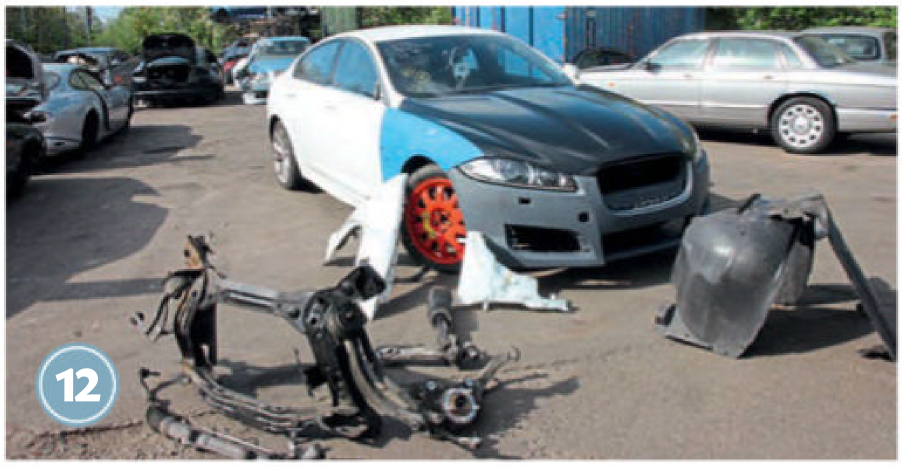
A new front bumper is fitted in position to help with aligning the panel gaps for the bonnet and offside front wing. It will be removed and painted separately as it will need to be assembled afterwards



With the new bumper temporarily fitted, Ben checks the panel gaps along the top of the wing and secures the rear top corner of the bumper to the front edge of the wing

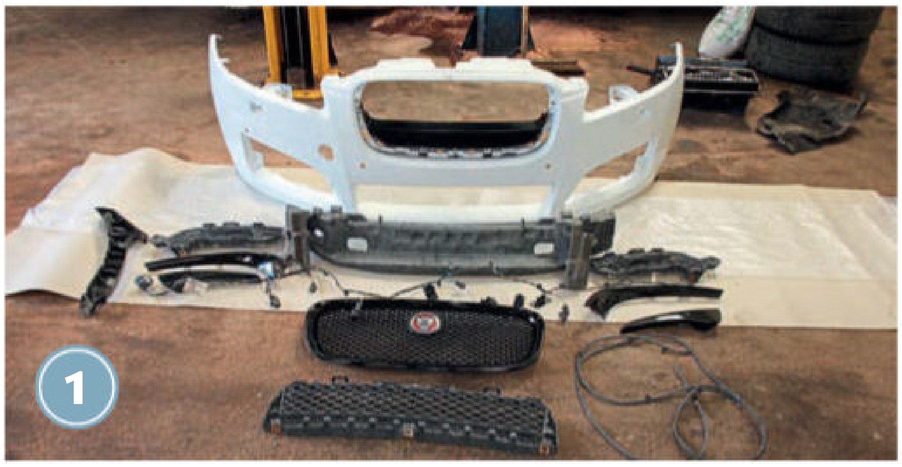


The XF is starting to take shape: a space-saver spare wheel is used for now to replace the damaged wheel and headlights are secured into position. It now needs to be sent to the bodyshop for painting

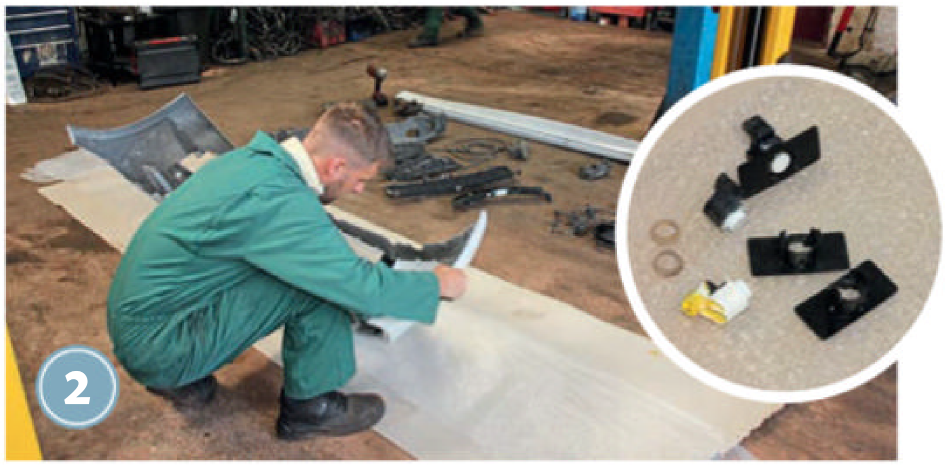


The assortment of parts from the XF that have been replaced are shown here in the foreground (the old bumper and bonnet are missing); this accident repair project is looking promising

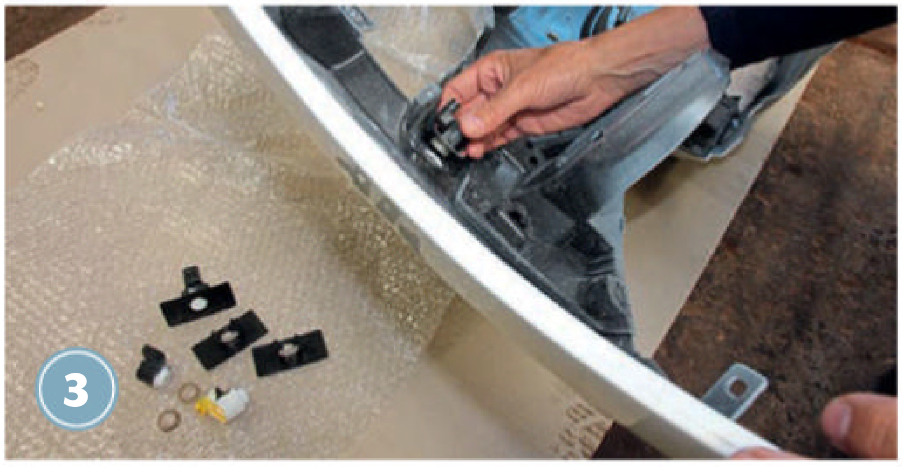
BUILDING THE BUMPER



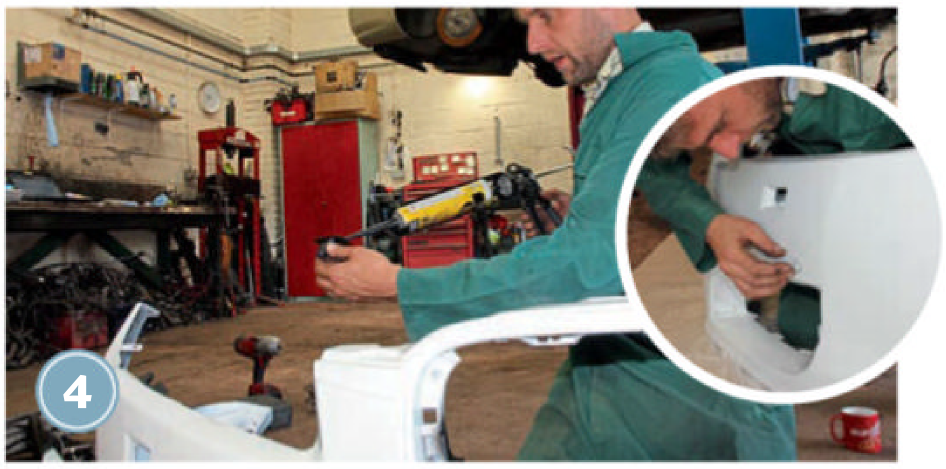
The new bumper has been resprayed separately to the XF and needs to be assembled with several new parts, including a grille and sensors, but used trim, inserts and washer jets



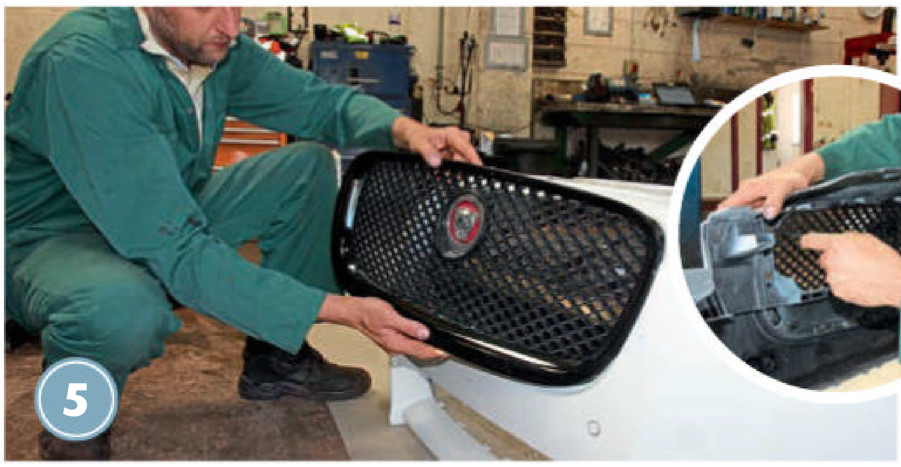
To protect the fresh paintwork, Ben lays the bumper on a sheet of bubble wrap and clean cardboard, then makes a start on assembling it, fitting a new set of parking sensors



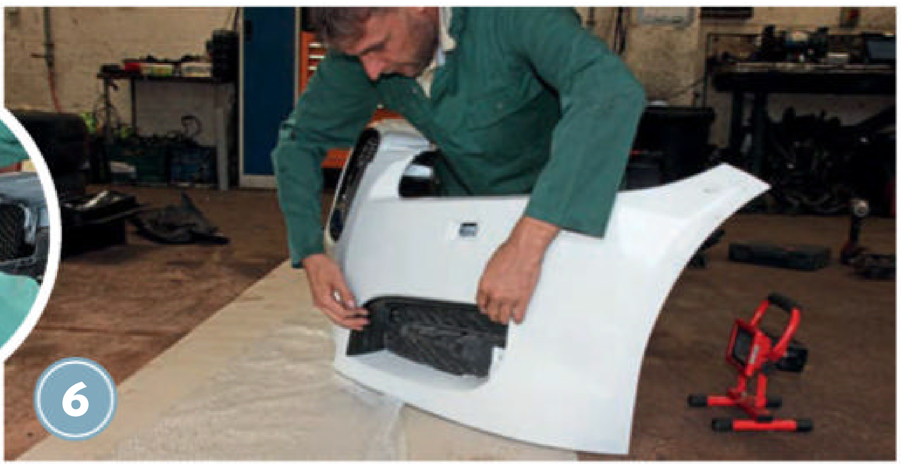
Each parking sensor is fitted inside a holder and secured with a seal. It is then fitted to the bumper from the inside with double-sided tape. The position of the plug connector can be at the top or bottom



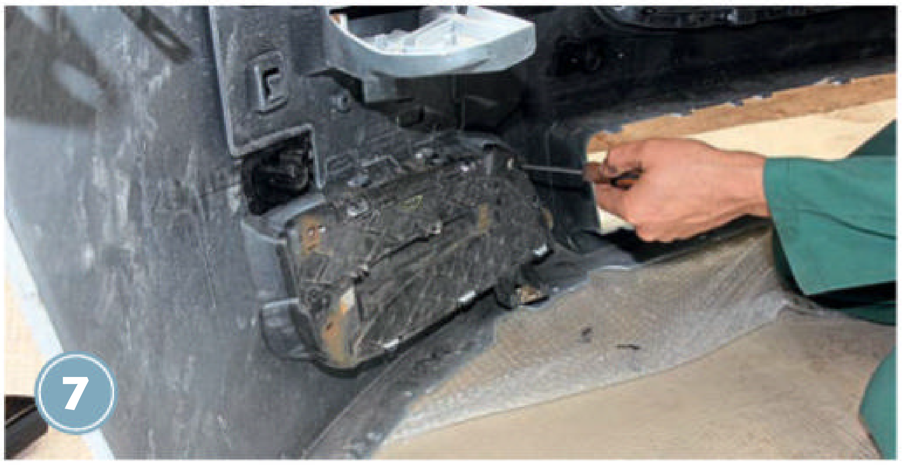
Ben secures each parking sensor to the inside of the bumper with Sikaflex all-weather sealant to ensure strong adhesion, along with the double-sided tape. They shouldn't fall out



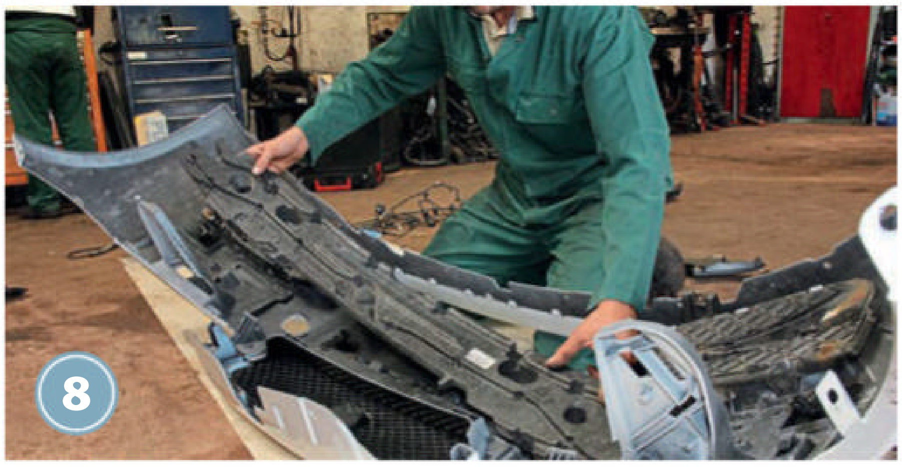
A new front grille is trial-fitted into the repainted bumper. It clips in from the front, and from inside the bumper, plus there are 12 Torx T20 screws to fit to hold it firmly in position



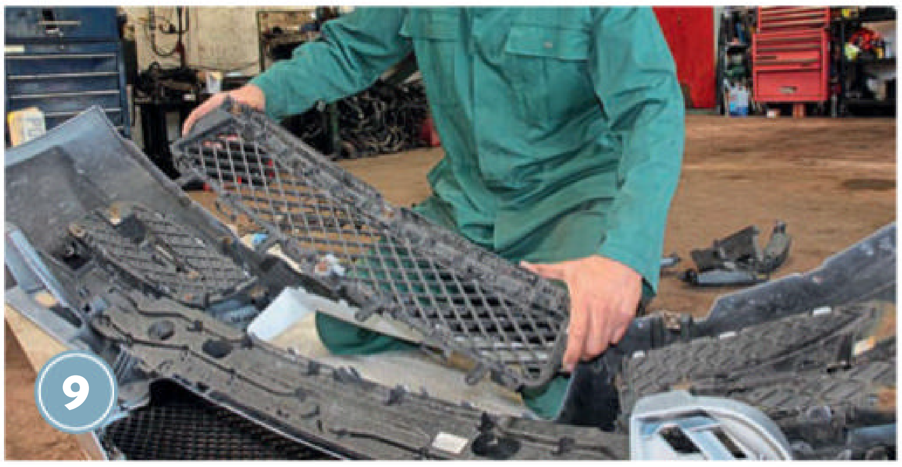
Each side grille (also called a fog light insert) includes a grille that's clipped into position, and then sandwiched with an exterior piece of L-shaped trim. In this case, it is painted gloss black



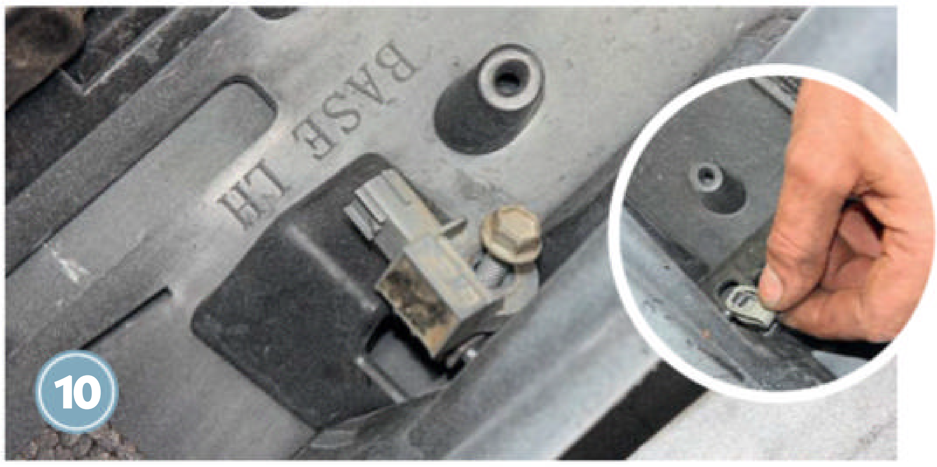
Five Torx T20 screws are fitted from inside the bumper to hold the grille on the inside to the L-shaped trim piece on the outside



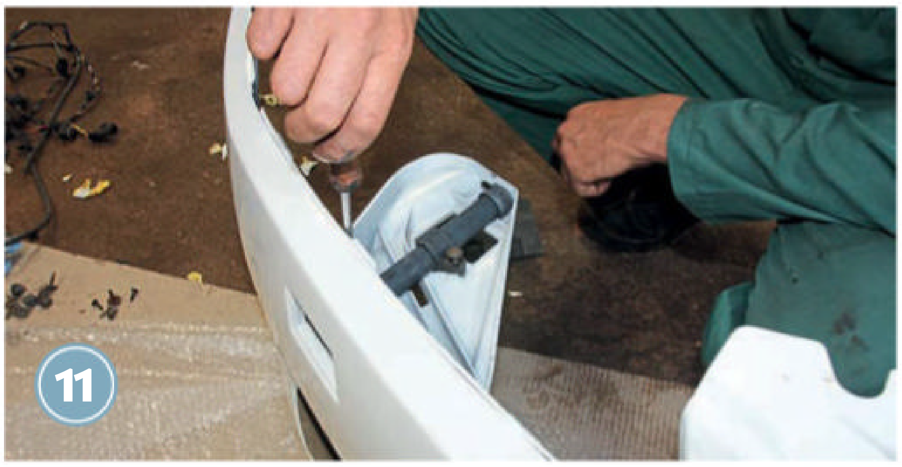
A foam insert is fitted across the centre section of the inside of the bumper. It's not secured with anything, but will be held in place by the lower grille that still has to be fitted



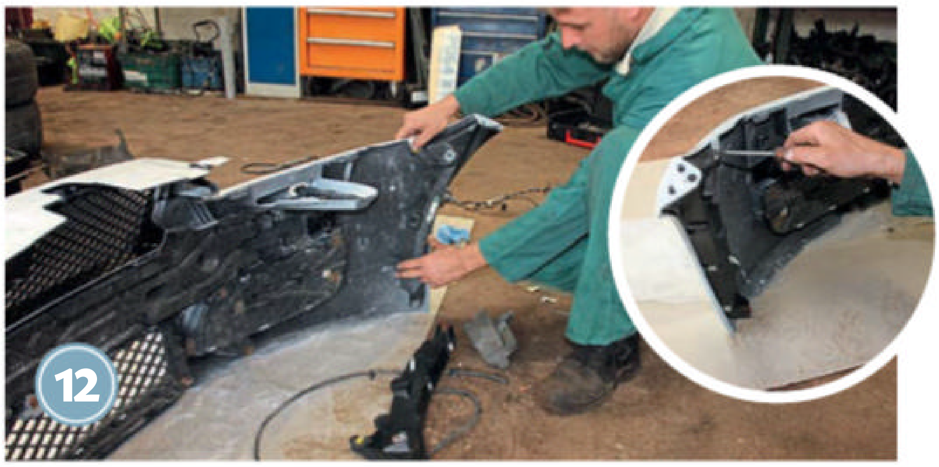
The lower grille is clipped in position from inside the bumper and secured with two Torx T20 screws. A pedestrian impact sensor is fitted along the upper inside edge of this grille



There are more pedestrian impact sensors to be fitted, which are secured with 10mm bolts into spire clips. There's one on the upper grille and two on the outer edges of the front bumper



The headlight washer jets are fitted from the inside of the bumper and each one is secured with three Torx T20 screws threaded into mounting sections in the moulding of the bumper



Plastic mounts for each wheelarch liner are secured to the outer edges of the inside of the bumper. Each one is clipped into the inside edges of the bumper, then secured with one Torx T20 screw

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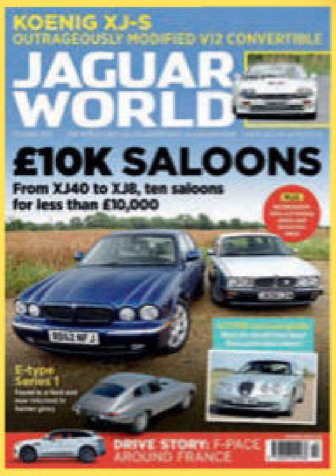

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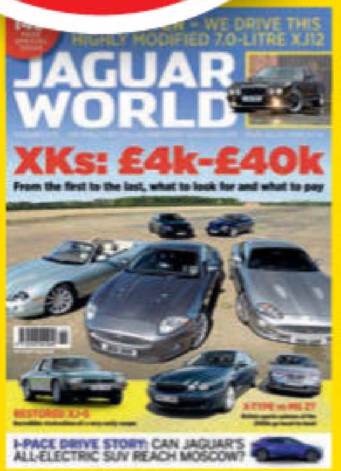

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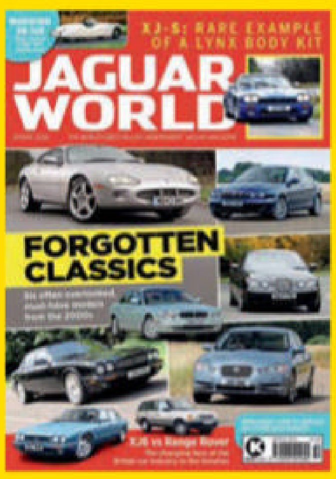

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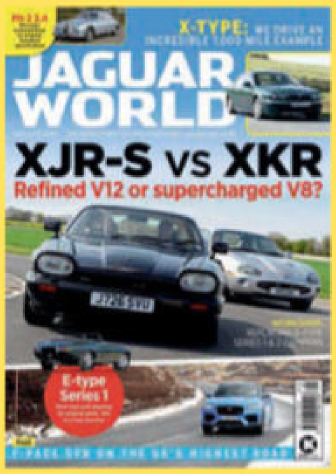

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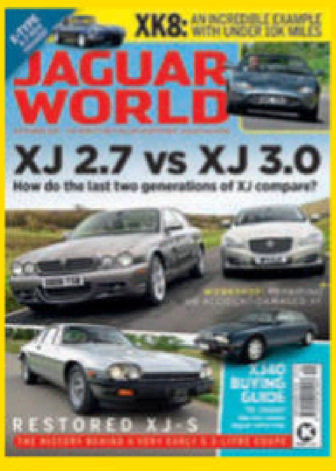

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Q&A

Jaguar World's technical advice service

Edited by Ray Ingman

XJ-S convertible hood hydraulics

STAR
QUESTION

Q My new-to-me 1989 XJ-S convertible is everything I've ever desired, and I owe Jaguar World a debt of gratitude for educating me over the years with the knowledge of what to look out for. It drives superbly, having previously been fitted with a Harvey Bailey Engineering front cross brace, which renders the scuttle shake undetectable.

My only problem is with the electric hood retraction, which is very slow and jerky and leaves me concerned that it might fail in some intermediate position. While being quite handy in a DIY sense, I have no idea how this system operates and whether the electric motor I can hear would benefit from some form of lubrication. Perhaps you could advise?

Andrew Lodge

A The system is actually electro-hydraulic – an electric motor powers a pump that energises hydraulic rams to raise and lower the hood frame mechanism. A logic circuit and numerous relays synchronise the necessary co-ordination of the windows and prevents its use unless the handbrake is applied and the transmission is set to Park. The hood sequence should take around 12 seconds to run. Unlike the subsequent XK8, the hood top rail must be latched and unlatched manually – which means there is one thing less to go wrong.

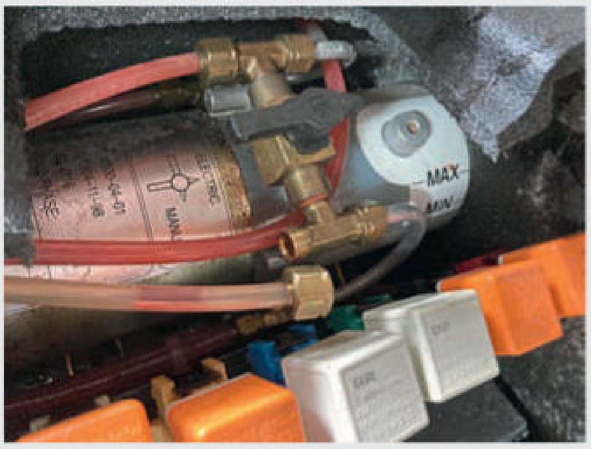
The complete control assembly is located beneath a quick-release cover found inside the interior luggage box, on the right-hand side. Cars that have benefitted from a rear seat conversion usually have the assembly sunken into the double-skinned floorpan below. In later factory 2+2 models the system was relocated to just above the boot-mounted battery, making it much more accessible.

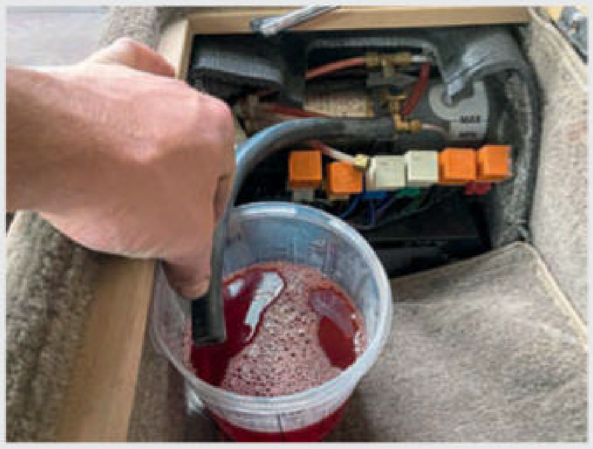
Your problem could be as simple as a low fluid level, but be aware that the system does not consume oil, so any loss may be indicative of leakage from the pipes, unions or rams. In addition, over time and with lack of use the fluid can become gummy, slowing operation. In such cases, bleeding out and replacement is required.

The first image shows the reservoir with the level marks clearly visible. This must be checked with the hood retracted; the rams will then be purged

Courtesy of Sealey Products (www.sealey.co.uk; 01284 757500), the sender of each issue's Star Question will be the envy of their friends when they receive an aluminium adjustable-focus 3w LED torch (worth £28.74 Inc. VAT). The 'LED020' produces an extremely bright white light with an output of 110 lumens – count them! The illumination pattern can be altered from spotlight to wide area with a simple twisting action of the head and a three-function on/off push-button provides full, half and blinking light possibilities. All this is contained within a lightweight aluminium housing and is powered three AAA batteries (not included).

SEALEY





of their fluid contents – returned to the reservoir.

The original specification Univis J13 red hydraulic fluid is no longer available, but can be substituted by CHF11S green central hydraulic fluid. If topping is required, purge the system of its original fluid and fully replace it with the later-specification fluid. This is done by removing the union shown in the first two images, pushing a length of flexible hose over the brass manifold and leading it to a suitable container for collection, then energising the pump via the centre console-mounted hood switch. This will evacuate the majority of the existing fluid, allowing refill via the hex key plug, shown removed in the third image. It is important not to overfill the system, which may cause the plastic reservoir to split (messily) in normal operation.

If any jerkiness is observed after cycling the system through its full travel for a number of times, it is likely that air bubbles are trapped within the system, in which case methodically crack open each union in turn (particularly those on the rams) and run the pump until non-aerated fluid is expelled.

You will note the black valve lever in the images. Turned through 90 degrees clockwise, it will disable the hydraulic system and allow you to open and close the hood manually – avoiding the embarrassing situations you envisage.

Auto 'box upgrade

Q Over the seven years I have owned my 1993 6.0-litre XJS coupe, I have embarked on a series of modifications to the suspension, steering and engine that has sharpened up its handling and increased performance to a level that, in my mind, transforms it from a Grand Tourer into the sports car it deserves to be.

My attention now turns to the transmission. It is fitted with the four-speed electronic GM Hydra-matic 4L80-E automatic gearbox. Due to a long-standing injury, I am unable to drive a three-pedal manual transmission car so would like to have my existing unit overhauled and modified to accept more power and provide quicker shifts to complement the other enhancements. Despite living in the industrial-hub Midlands, I have failed to find anyone who gives me confidence that they know what they are talking about. Can you help in any way?

Colin Fox

A As its name tends to betray, your gearbox is an American-designed unit, developed from the earlier GM400 three-speed transmission that was first used behind the V12 engine in 1975 (and, additionally, to the last series of six-cylinder Daimler DS420 limousines).

The 4L80-E was introduced to Jaguar applications in 1993 with the advent of the 6.0-litre engine. Its power- and torque-handling capabilities are immense, so you have no significant worries on that score.

On this side of the Atlantic, knowledge among transmission specialists regarding tuning possibilities is limited, although on its home continent the 'box is routinely modified for a host of applications, ranging from heavy-duty towing to full-race dragsters. XjRestorations' Keith Parrington (who dabbles in Americana) highly recommends Edge Performance Transmissions (07881 532200; armcosurfer@gmail.com), a family-run business in Aberdare, South Wales. The owners are highly approachable and will talk you through the available possibilities to achieve your desired end result. Options range from a standard rebuild to a full clutchless manual specification (see the company's Facebook page for the full product range), but because its specialist services are highly sought after, turnaround may well be in the region of eight weeks.

For convenience, they will arrange pallet collection and delivery of this bulky object.

Our technical experts are ready to give you help and advice on any problem. If your question is a particularly complex one, it may take time to respond, and in some circumstances it may be beyond our resources to do so. In this unlikely event, we will let you know. Please allow up to three months for a response via the magazine. Personal responses can be given, but at our discretion. Fax: (FAO Jaguar World Q&As): +44 (0)1959 541400 Email: jwm.questions@kelsey.co.uk
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JW would like to thank Martin Pike of Classic Engineering, (01992 788967) Keith Parrington of Xj Restorations (01323 885110) and Tom Lenthall of Tom Lenthall Ltd (0118 9731614)

Resolving ignition issues

Checking the ignition system components is your first job when investigating why an engine won't start

WORDS & PHOTOGRAPHY
ROB HAWKINS

WHEN AN engine refuses to fire into life there can be a multitude of reasons and potential problems to fix that can have you running around in circles. It's always worthwhile to start with a few basic checks to establish whether the two essential ingredients required to make an engine run are present – namely a spark and fuel. With the help of Jaguar specialist Marshall Morrison, we've devised a step-by-step routine to check over the ignition components.

Some of the checks look for reasons why an engine won't start, which was the case with the Mk 2 Jaguar in our photographs: there were corroded contacts inside the distributor cap, further corrosion at the ends of the HT leads, a missing vacuum pipe for the distributor and the chokes were jammed open on the carburettors so the spark plugs were fouled. On top of that, the battery needed recharging and the distributor's timing had to be adjusted to eventually enable the engine to run.

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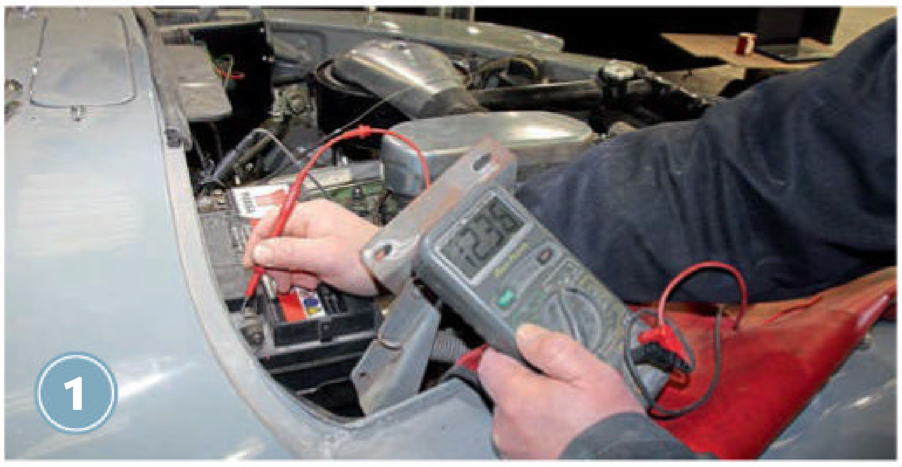
DOING IT YOURSELF

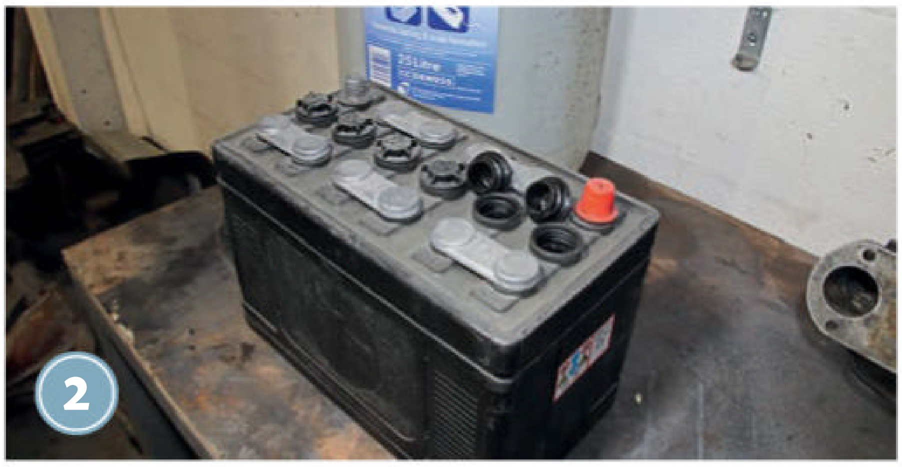
Difficulty 🔧🔧
Time required: 1 hour
On your own? Yes

TOOLS

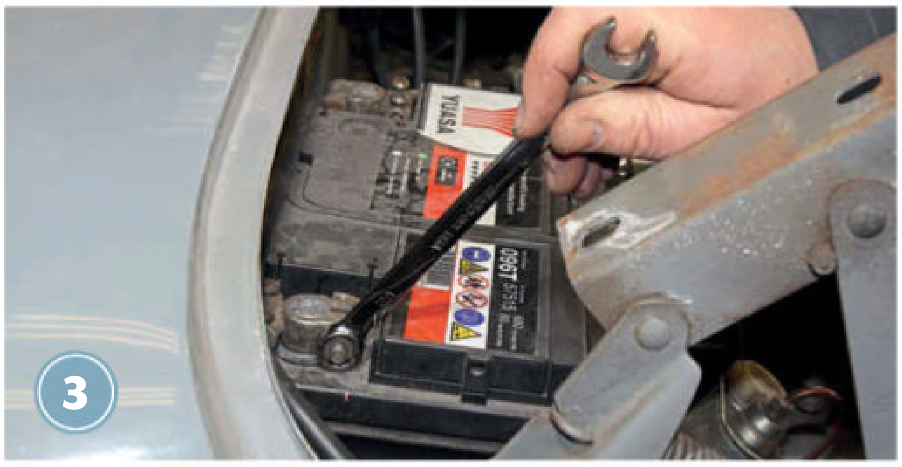
- ■ Contact cleaner
- ■ De-ionised water
- ■ Emery/abrasive paper
- ■ Feeler gauges
- ■ Multimeter or battery tester
- ■ Paintbrush (small)
- ■ Paper towel
- ■ Screwdrivers
- ■ Soft brush
- ■ Spanners/sockets
- ■ Spark plug socket



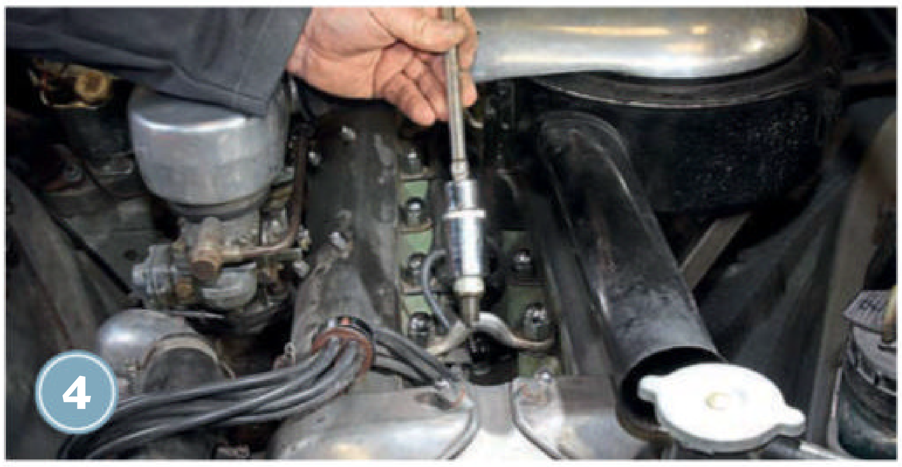
Use a multimeter, voltmeter or battery tester to measure the battery's voltage. This shows whether it needs recharging, although a battery tester may also indicate the state of the battery



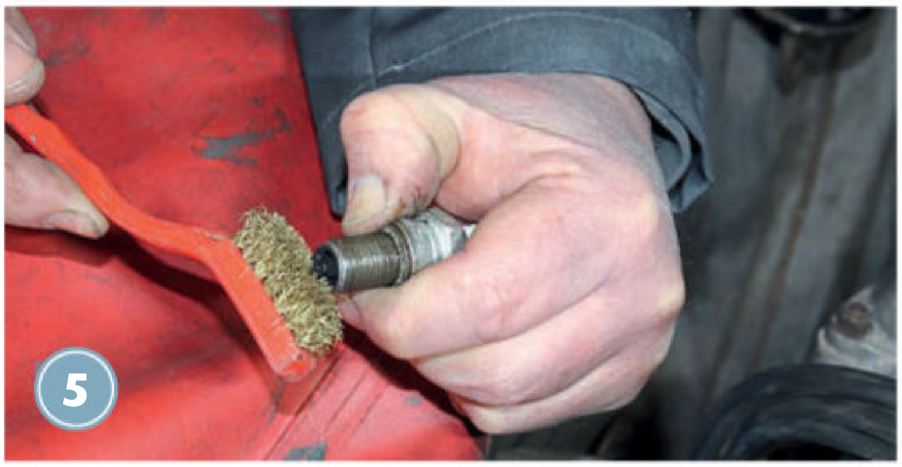
If the battery isn't a sealed unit, carefully unscrew any caps on the top of it to look inside and check there's sufficient liquid covering the plates. Top up with de-ionised water



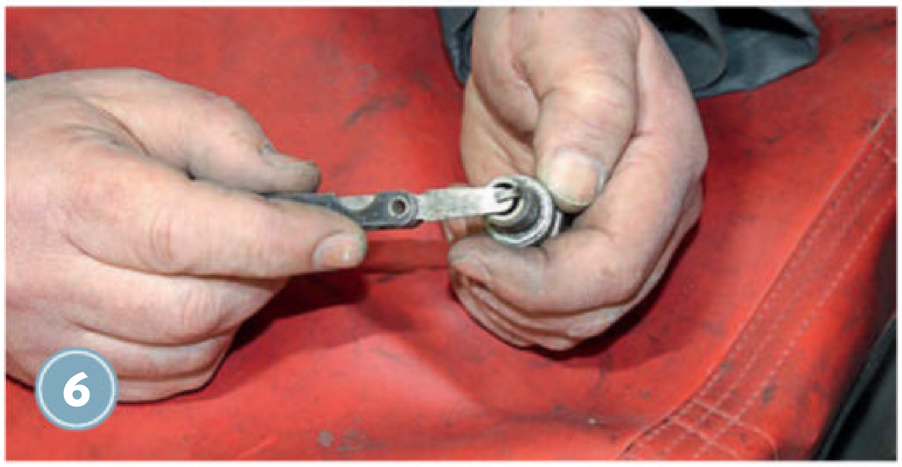
The battery's negative and positive terminals must be clean and secure. If they are corroded, detach and clean them with a soft brush. Apply petroleum jelly to prevent corrosion



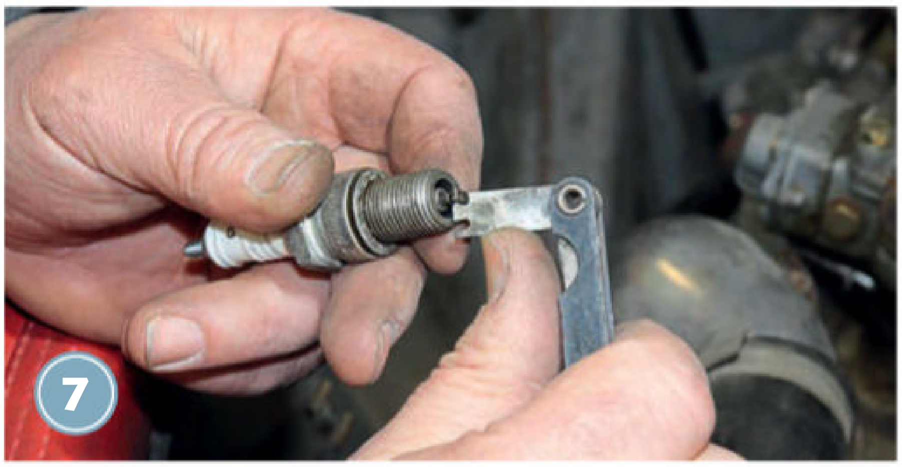
Assuming the battery is in good condition, the next stage is to look at the opposite end of the ignition system. So, remove one of the spark plugs using a suitable spark plug socket



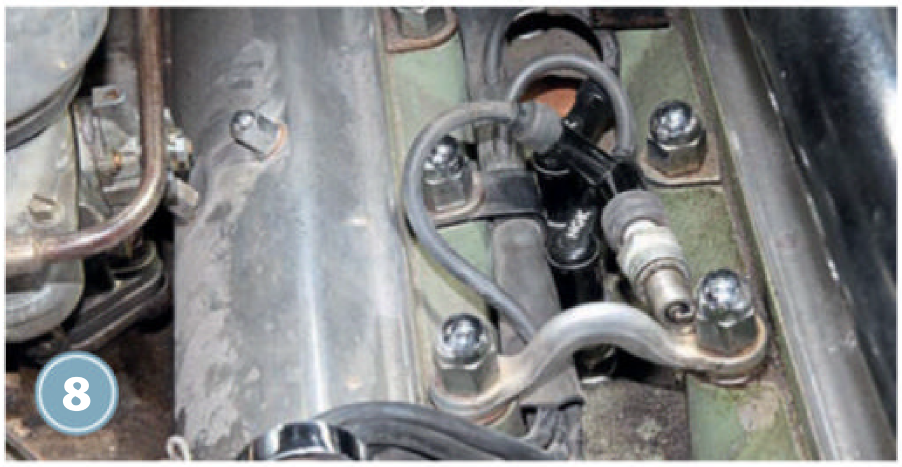
The condition of the spark plug can tell a lot about the ignition and fuelling system. This one is fouled due to excessive fuel, but can be cleaned to run the engine



Measure the spark plug's electrode gap with a set of feeler gauges. A smaller gap than recommended may help to initially run an engine, but otherwise stick to the recommended figure

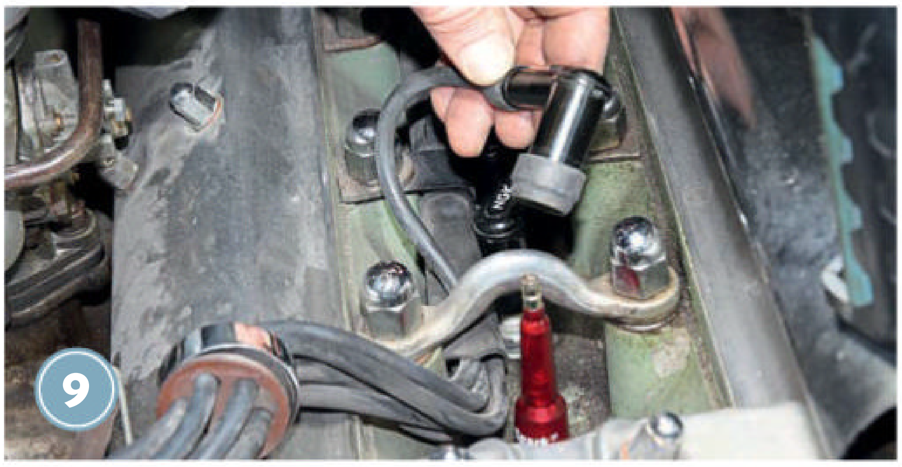


If the electrode gap needs to be adjusted, be careful not to damage the core. The Jaguar feeler gauges shown here incorporate an adjustment tool

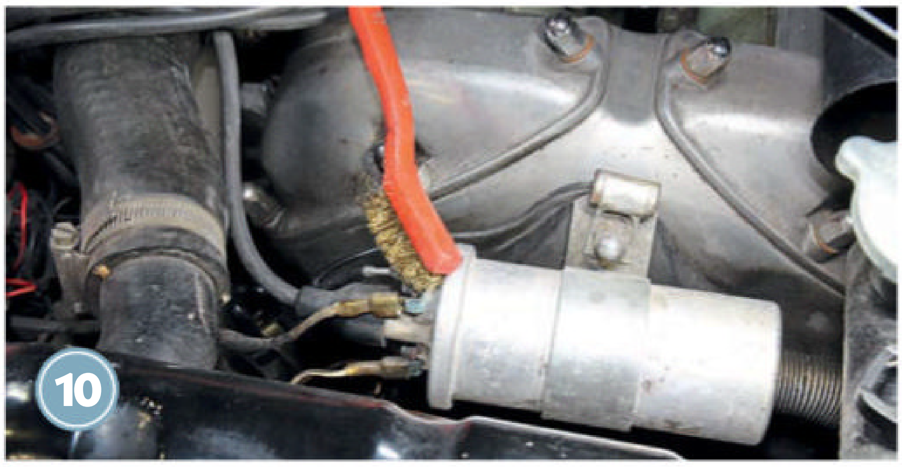


Attach one of the spark plugs to its HT lead and lay it on top of the engine. Ask someone to try to start the engine while you watch the spark plug to see if it sparks

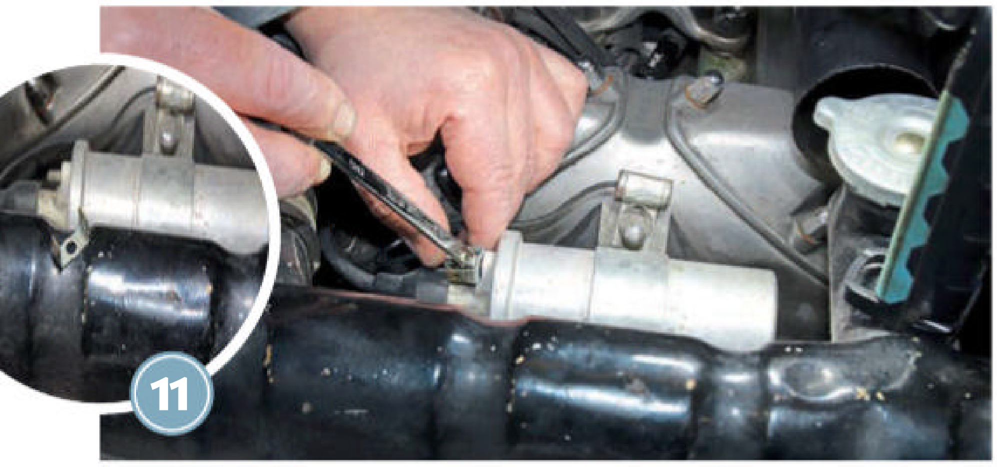
►



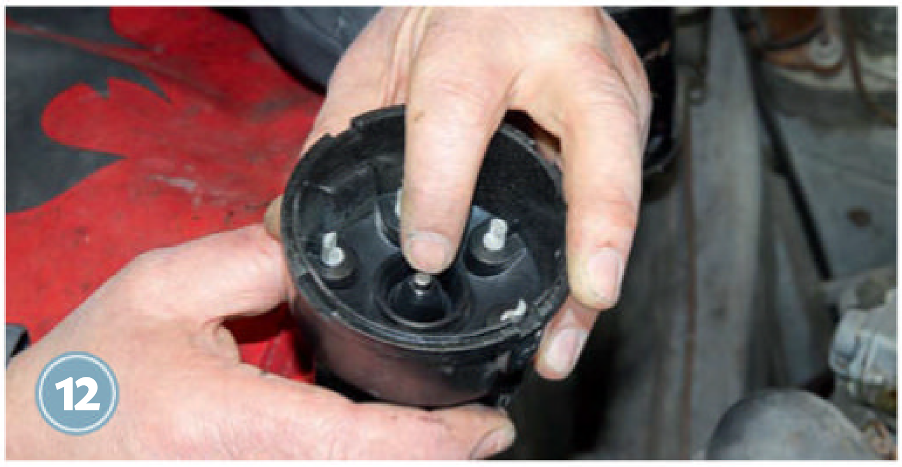
An alternative method to the previous step is to use a spark plug tester. The one shown here lights up to indicate when electricity is being delivered to the spark plug



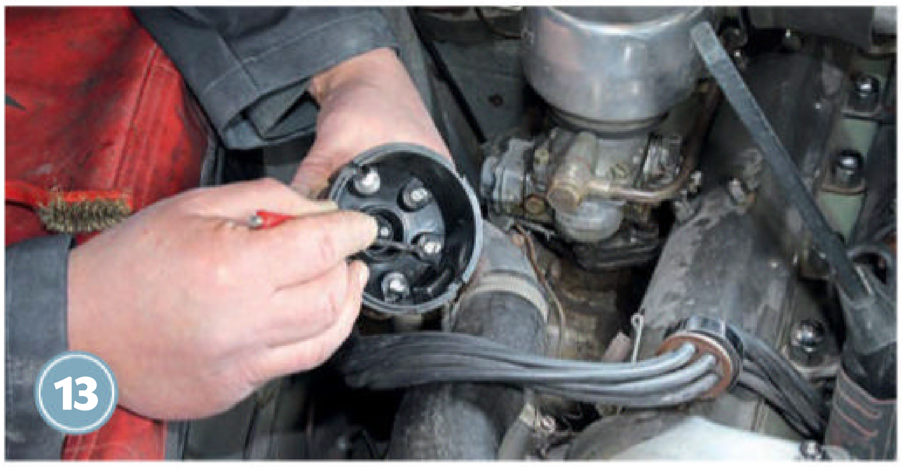
Whether there's a spark or not, detach one wire at a time from the coil and clean any corrosion on the connectors and terminals. Check all wires for damage



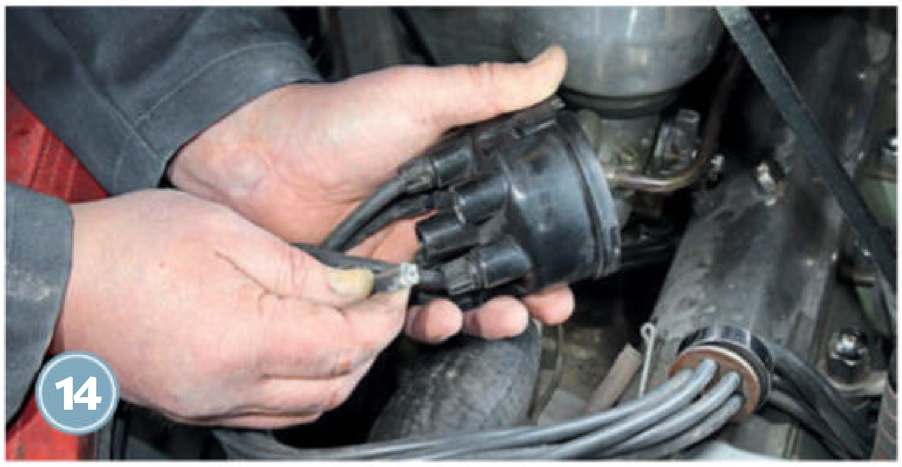
If the connections on the coil are heavily corroded, it may be easier to remove and clean them. They are usually secured to the coil with a small 6mm-7mm nut and a couple of washers



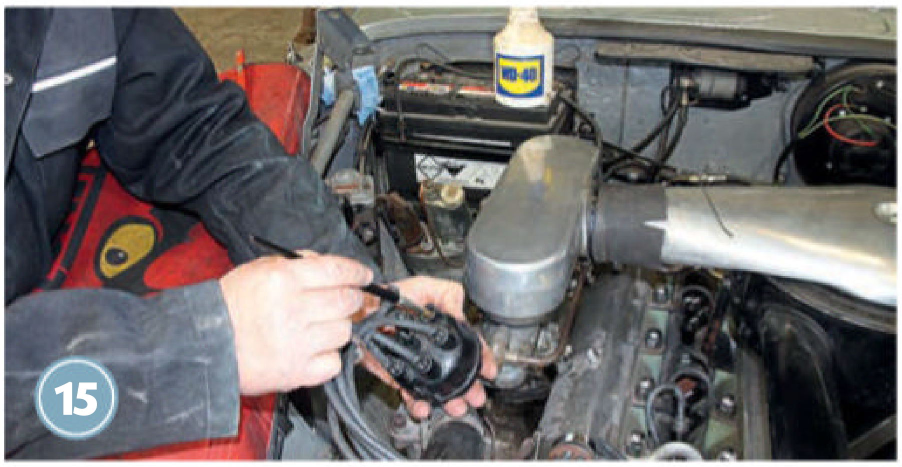
Unclip the distributor's cap and lift it up to look inside. Check there is a carbon brush inside the centre of the cap. This is spring-loaded and can fall off, especially if someone has struggled to fit the cap



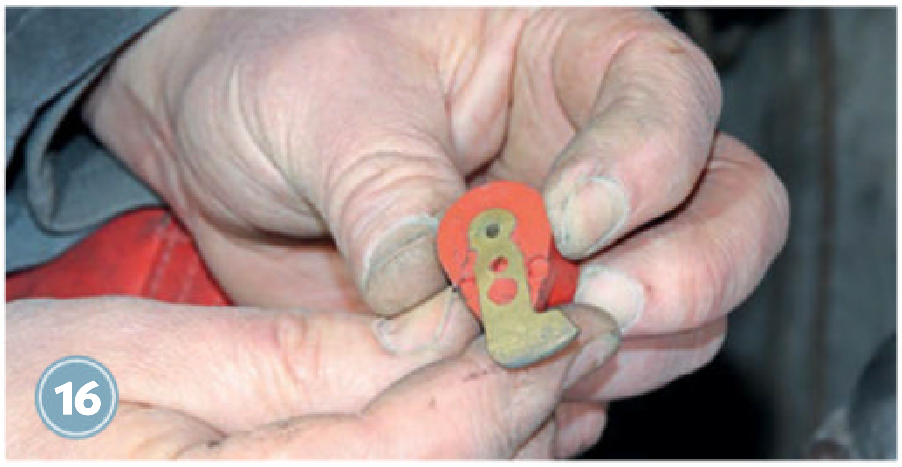
Inspect the contacts inside the cap. If they have corroded, carefully scrape them clean with a screwdriver, then spray a little contact cleaner inside and wipe it out with paper towel



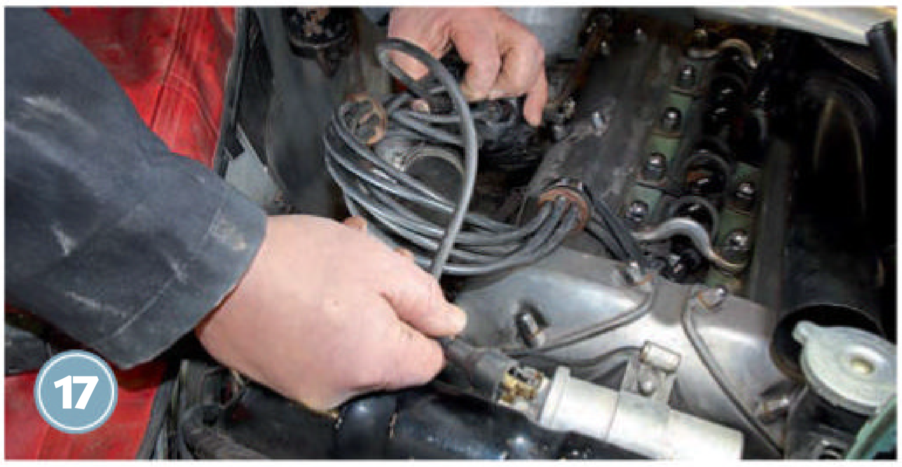
Detach one HT lead at a time from the top of the distributor cap and clean any corrosion from the end using a soft brush. Wipe it clean afterwards with some contact cleaner



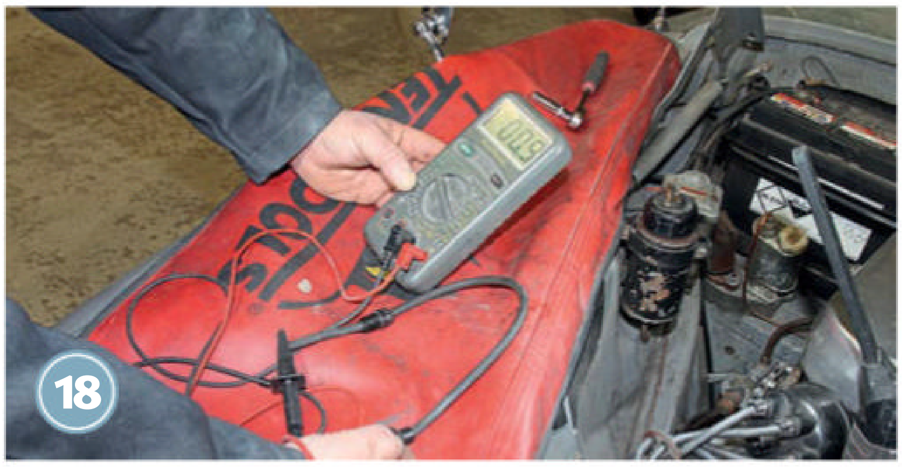
Corrosion can build up inside the HT leads' connections on the top of the distributor cap, so scrape inside them with a screwdriver, then clean them out using a small paintbrush and contact cleaner



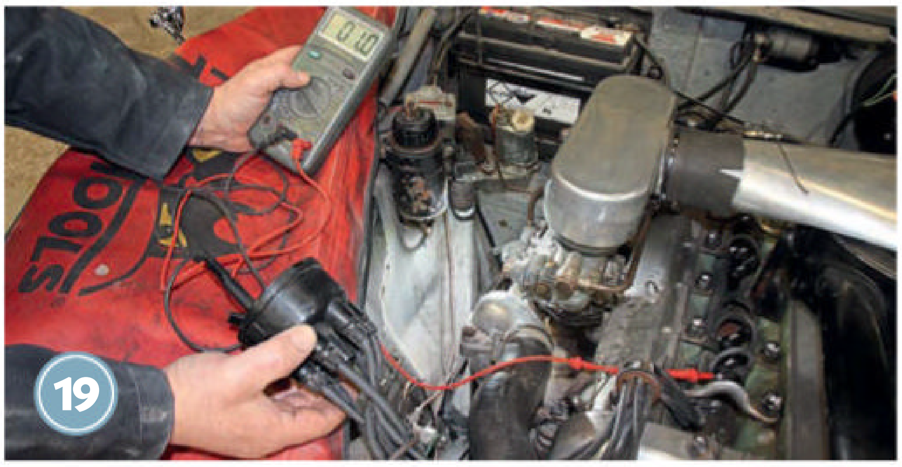
Prise off the rotor arm on the top of the distributor. Check that the end of its metal arm is clean and undamaged (clean with emery paper), and that the rest of it is clean and free from damage



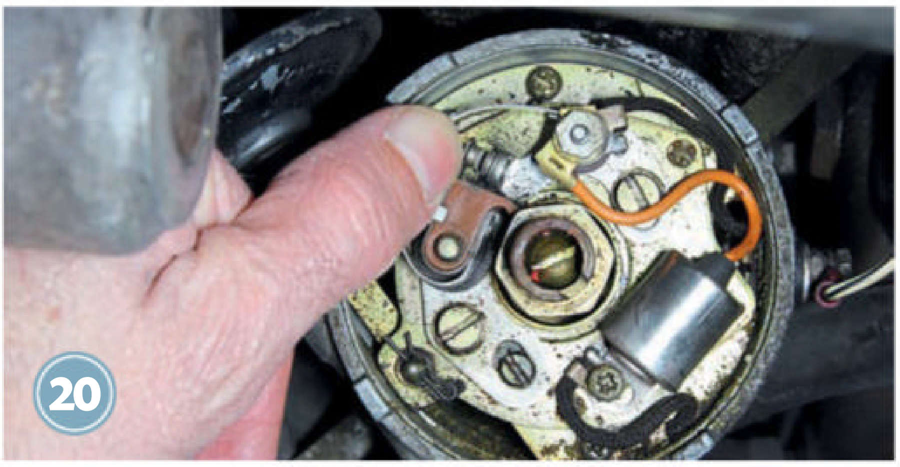
The HT leads can break down internally, so detach the HT lead between the centre of the distributor cap and the coil. Check the condition of each end of the lead



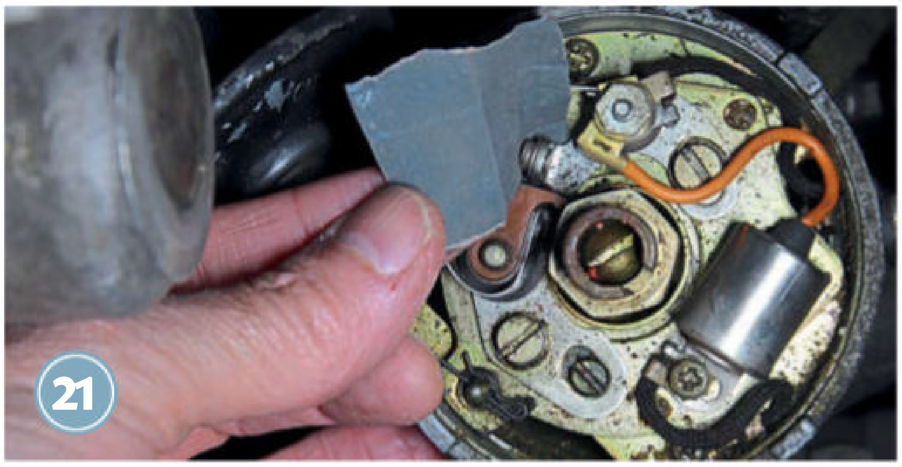
If you have a multimeter with a resistance setting, use this to measure the resistance along the HT lead removed in the last step. If you don't know what the value should be, see the next step



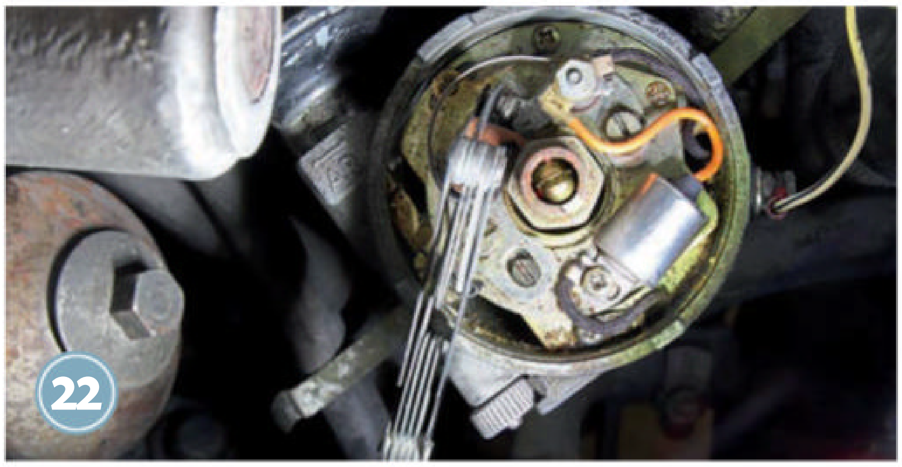
The resistance of all the other HT leads can be checked to see whether they are all similar. To avoid mixing up the HT leads, test them via their contacts inside the distributor cap



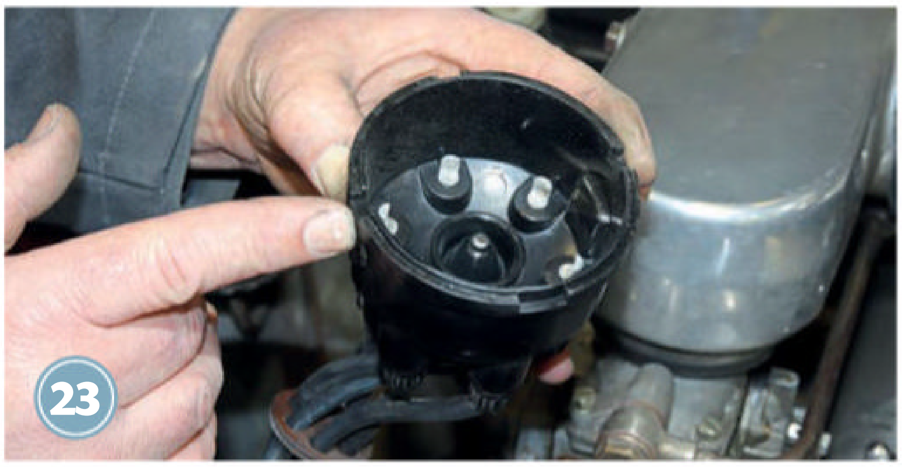
Using your fingernail or a small screwdriver, prise open the points to look for corrosion and excessive wear between the two contacts. They need to be clean and flat



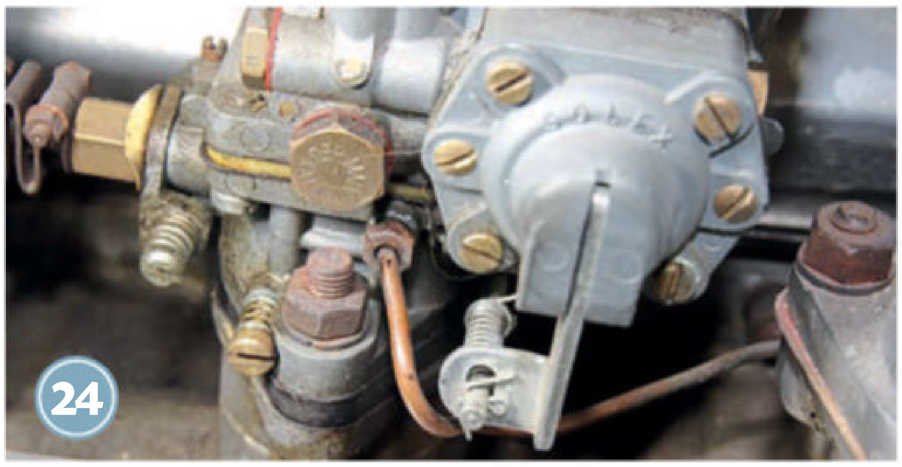
If the two contacts inspected in the last step are covered in corrosion, clean them with emery or abrasive paper. Prise open the points to slide the paper into position



Manually rotate the engine via the crankshaft pulley or by rocking the car in gear (manuals only) until the points are open. Check the gap with feeler gauges. Adjust it by loosening the mounting screw(s) for the points



When you're ready to reassemble the distributor, look at the cutouts on the underside outer edge of the cap to see where it should be fitted on the distributor. There's only one position it can be fitted



Our final recommended check for the ignition system is to ensure the vacuum pipe attached between the carburettor and distributor is secure at both ends. If it's loose, this may result in advance and retard issues

MEET THE EXPERT

Tom Krefetz from Classic Showcase, California, explains how the business started and what he does when not restoring classic Jaguars

NAME
Tom Krefetz

PLACE OF WORK
Classic Showcase

POSITION
Founder and president

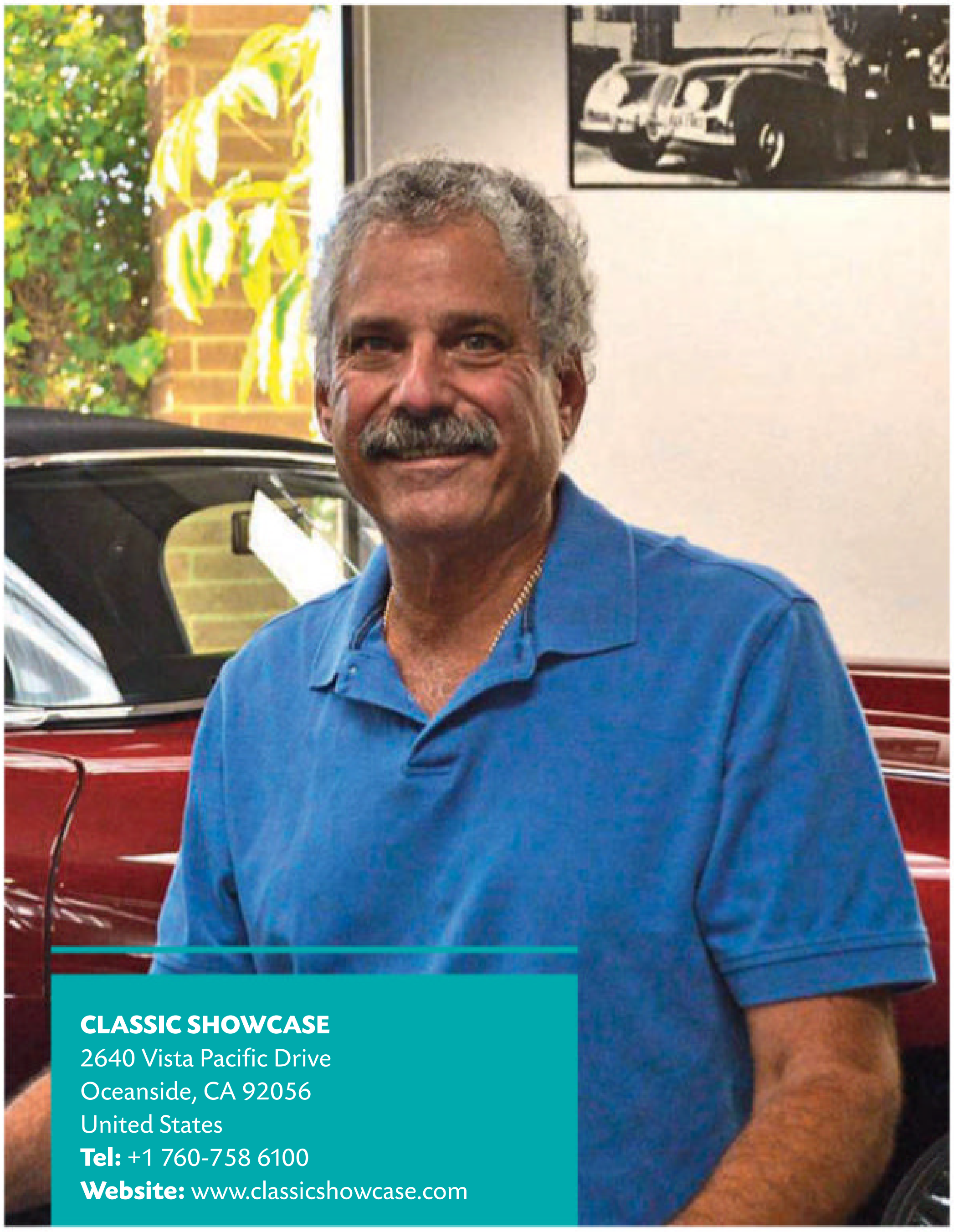
Experience

From an early age I was always passionate about classic European automobiles, especially cars in pristine condition. As a teenager, I enjoyed car racing, meeting drivers and watching cars being worked on in the pits and, since my brothers and I grew up in Southern Florida – the sports car capital of the south – we were able to experience first-hand many beautiful cars, as well as attend various car shows and races in the region.

In young adulthood, my neighbour brought home a 1962 Jaguar E-type open two-seater – I was totally captivated with this amazing new sports car. He asked me if I'd like to go for a ride and took me for an hour-long thrill with the top down, enjoying its beauty, performance and handling; I was totally hooked.

In my late twenties, I relocated to California, where I started two businesses that, while I enjoyed them very much and they were great learning experiences, in the back of my mind I knew I wanted to be involved in the classic car industry. With that, I started a new business focused on classic car sales called Classic Showcase.

I was happy to be finally working in the industry, but discovered that most of the cars I found to buy and sell had many issues – some so severe that they were no longer structurally sound. This led me to reevaluate the business model of Classic Showcase: I decided I would need to rebuild these cars and oversee all aspects of the restoration. With that, I assembled a talented team of craftsmen and technicians, many of whom, 25 years later, continue to work at Classic Showcase.



CLASSIC SHOWCASE
2640 Vista Pacific Drive
Oceanside, CA 92056
United States
Tel: +1 760-758 6100
Website: www.classicshowcase.com

Best part of the job

My passion is taking cars that have been neglected, sitting for 30-or-more years, and restoring them to make them jewels; creating world-class cars for great collectors worldwide.

Worst part of the job

With classic Jaguar restorations, finding good-quality new old-stock parts versus cheap reproductions that don't work.

How to get my job

Learn how to multitask, have a diverse knowledge of all aspects of vintage motor-driven vehicles, and be able to perform many different functions at any given time.

Top tip for Jaguar owners

Buy the best car you can afford and plan out the restoration process to get it right first time.

Favourite cars

Jaguar XKSS, SS-100 and D-type

Most memorable journey

Driving my XKE on the Laguna Seca racetrack during the 50th anniversary of the E-type – I was among over 30 E-types that participated in the parade. It was a quite spectacular weekend.

Worst place you've broken down

While taking a test drive in a Ferrari 330GT at 70mph on the freeway, the brakes failed. I realised they had failed about a mile before my destination exit, so I used the gears to slow down, and then navigated into a gas station near the exit, where I was able to continue to slow down by using the emergency brake, right before hitting a petrol pump, I came to a complete stop.

Any hidden talents?

I have always enjoyed amateur photography and love composing images. I have also been told that I make an awesome BBQ rotisserie chicken.

Select JAGUAR offerings from

CLASSIC SHOWCASE

XKE

1961 JAGUAR XKE SERIES 1 OBL OTS
CHASSIS No. 875132

1961 JAGUAR XKE SERIES 1 OTS
CHASSIS No. 875781

1961 JAGUAR XKE SERIES 1 OBL OTS
CHASSIS No. 875180

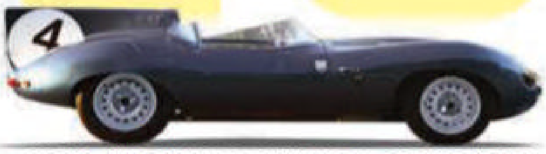
1966 JAGUAR XKE SERIES 1 FHC
CHASSIS No. 1E32792

1963 JAGUAR XKE SERIES 1 OTS
CHASSIS No. 877429

1965 JAGUAR XKE SERIES 1 OTS
CHASSIS No. 1E10502

PLUS

1962 JAGUAR MARK II SEDAN
CHASSIS No. P218990BW


1956 JAGUAR D-TYPE RE-CREATION
CHASSIS No. P56260866JA

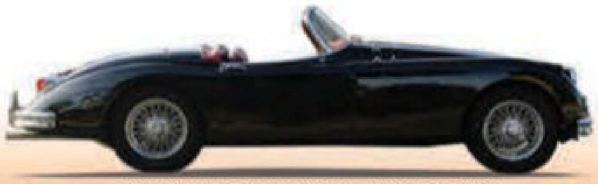
1967 JAGUAR 420G SEDAN
CHASSIS No. G1D77369BW

XK

1950 JAGUAR XK-120 ALLOY OTS
CHASSIS No. 670121

1954 JAGUAR XK-120 SE OTS
CHASSIS No. S674424

1951 JAGUAR XK-120 LT1 RE-CREATION
CHASSIS No. 671751


1959 JAGUAR XK-150 S OTS
CHASSIS No. T831604DN

1958 JAGUAR XK-150 OTS
CHASSIS No. S830667DN

1958 JAGUAR XK-150 FHC
CHASSIS No. S834923BW

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GEARBOX

Cooling fans

SNG Barratt has an extensive range of Revotec engine-cooling fans that, when retro-fitted to classic Jaguars, offers a considerable improvement in efficiency. The upgrade kit is available for all models from the XK to XJ range.

Sales Office UK
Tel: 01746 765 432
Website: www.sngbarratt.com
Sales.uk@sngbarratt.com

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+1 800 452 4787 (toll free)
Sales.usa@sngbarratt.com

Sales Office France
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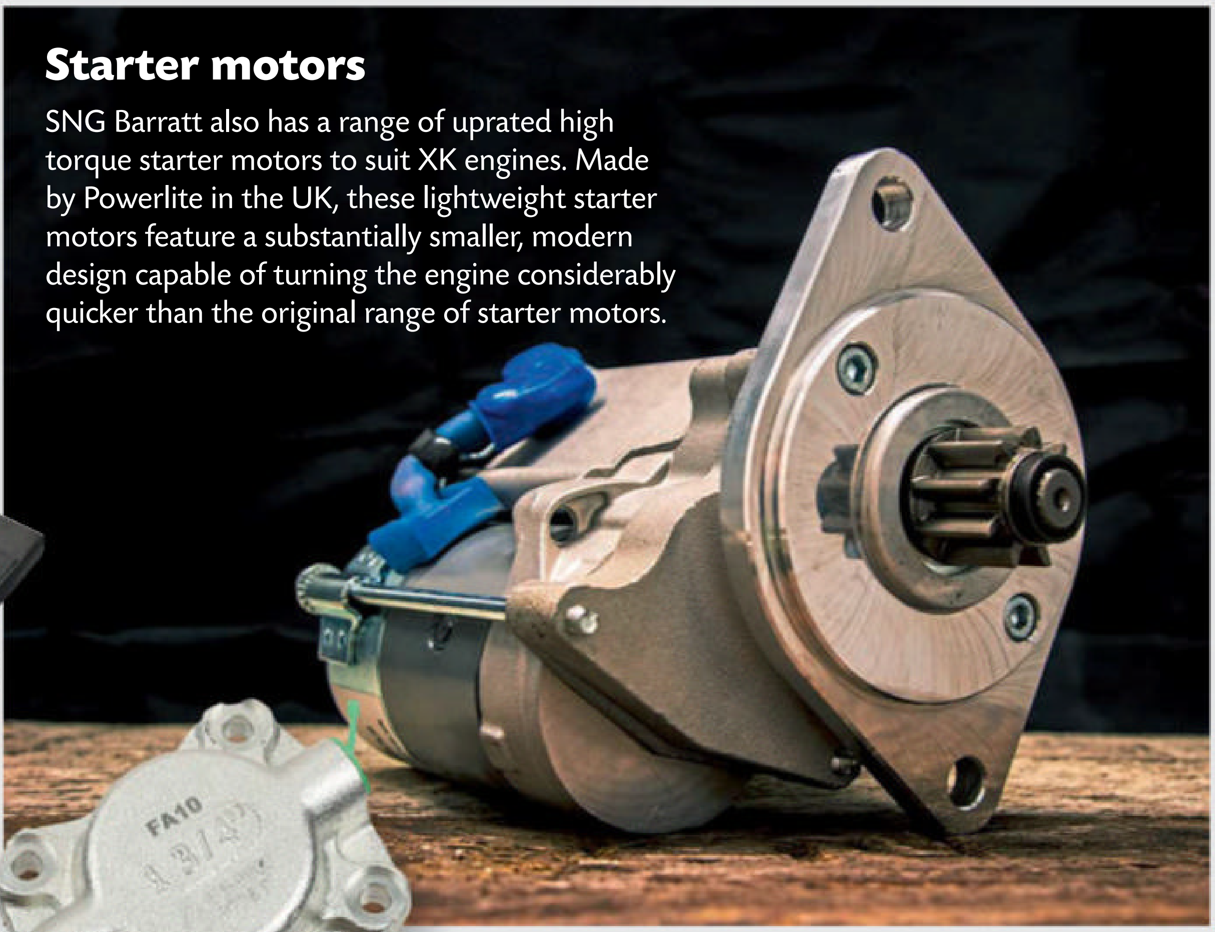
Sales.fr@sngbarratt.com

Sales Office Holland
+31 (0) 13 52 11 552
Sales.nl@sngbarratt.com

Starter motors

SNG Barratt also has a range of uprated high torque starter motors to suit XK engines. Made by Powerlite in the UK, these lightweight starter motors feature a substantially smaller, modern design capable of turning the engine considerably quicker than the original range of starter motors.



Caliper pistons

If you have an original Mk 2 or E-type and require replacements for the correct brake caliper pistons and cylinders, SNG Barratt can help. These superb reproductions of the bolt-on style Dunlop brake caliper piston and cylinders are exclusive to SNG Barratt.

The piston cylinders have a steel piston encased in a cast iron housing, are supplied pre-assembled with seals, and are available for both front and rear calipers to suit Mk 2 (including Daimler), E-type and some XK 150.

Gearbox tuning

The new Viezu gearbox ECU upgrade, developed over several months of research using Viezu's own 670bhp F-TYPE, is all about fast and super-slick gearchanges to all eight-speed gearboxes.

With the standard ZF gearbox at standard settings, the limiter is 740Nm torque. This is on the low side (it's easily within any production Jaguar engine), where 1,300Nm torque is available in the original stock software. The Viezu gearbox remap takes the setting to an impressive 900Nm torque (still leaving ample reserve), while also adjusting and modifying the gear shifting speed through complex changes in the transmission controller calibration, resulting in reduced gear shifting times. In a comparison, the manufacturer states that the exit speed over the quarter-mile run is some 8mph faster with the conversion, made possible by the transmission upgrade.

Tel: 01789 774444 **Website:** www.VIEZU.com

FILTER PLUS
RE-USABLE

Oil filter magnet

The Filter Plus is an innovative and simple piece of kit from Rob Beere Racing. Applied to the base of all spin-on oil filters, its powerful magnets trap any harmful metallic particles entering the filter. It can be easily transferred to a new filter when required.

At £8.50 (plus local taxes and delivery), it is an affordable way to protect your valuable engine.

Tel: 02476 473311
Website: www.rob-beere-racing.co.uk

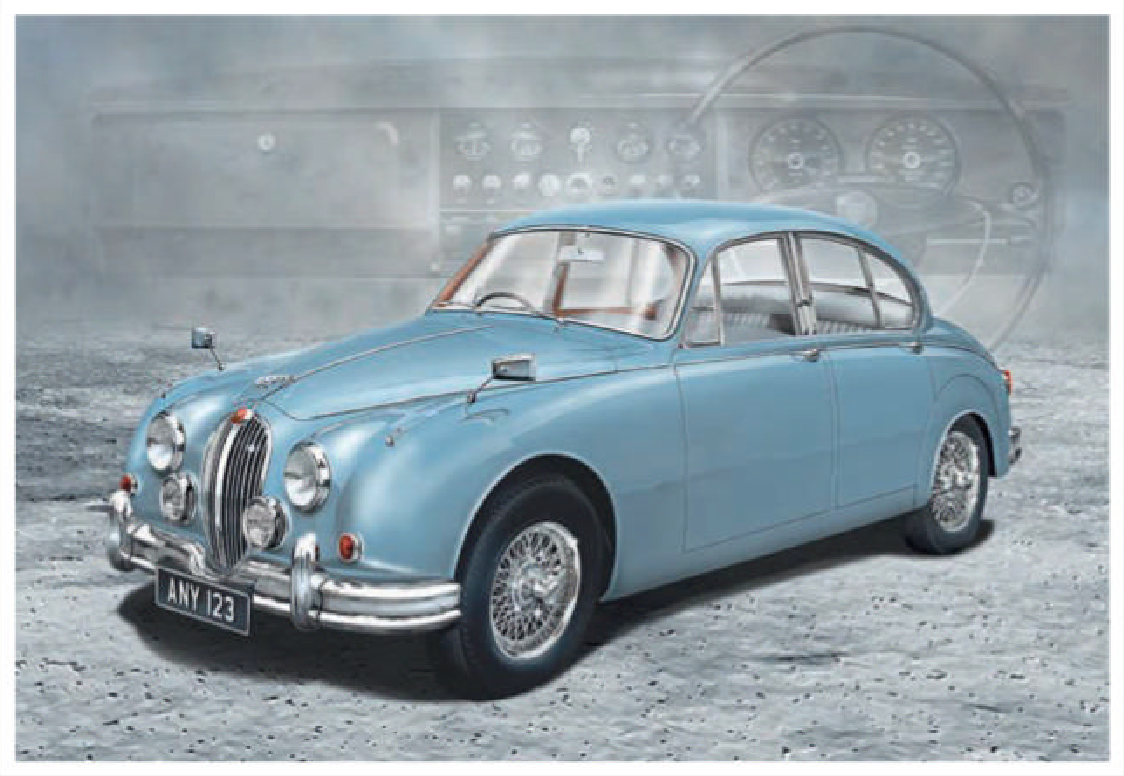
Personalised prints

Artist Steve Fermor is offering personalised prints based on a Mk 2.

Starting from his Mk 2 template, customers then choose the registration number, external and internal colours, and numerous options (such as wheels and non-standard options, where possible) to morph the picture into something that's close to a commissioned artwork for the price of a print.

The prints retail at £35 (inc UK delivery).

Website: www.stevefermorgallery.co.uk **Email:** stevefermorgallery@btinternet.com



Pushrod engine gaskets and wheel bearings

Oil leaking from the rocker-cover gaskets on pushrod Jaguar engines could be a thing of the past with these improved gaskets from Worcester Classic Spares; they are manufactured from a thicker material and are designed to take up any imperfections. M177 suits the 2½-litre engines and M176 the 3½.

Both are priced at £21.50 (plus local taxes).

Worcester Classics has also introduced front wheel bearings. Part number S99 is for the Mk IV 2½-litre and S100 for the 3½-litre.

Tel: 01905 821569
Website: www.worcesterclassicspares.com

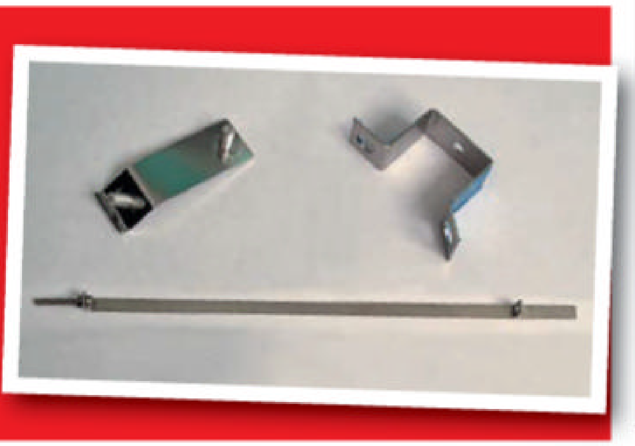
E-type Series 3 brackets

Parts specialist AJ Autocraft reproduce two hard-to-find brackets and a retaining clip, in stainless steel, for the E-type Series 3.

A mudshield mounting bracket, BD39049SS, costs £6; BD39023SS costs £8.

An air filter bellows retaining clip, C36897SS, is priced at £4.50.

Website: www.ajautocraft.co.uk



Pipercross
SR

Air filters

In partnership with Pipercross, the Bristol-based specialist Swallows Racing has developed a new range of panel air filters.

Its foam is layered in a format that catches different particles at different levels which, along with the thickness, allows the filter to catch dirt without becoming blocked in the same way as an OEM paper or cotton filter, says Swallows Racing. And because the oil within the foam catches and spreads the dirt to avoid build-up in one area, the filter retains full breathing potential between services.

Costing £38.99 inc VAT, they fit all Jaguars that take a panel filter.

Tel: 01934 750319
Website: www.swallows-jag.co.uk

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X-TYPE

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102282

X-TYPE

2006, 65500 miles, £3,500. Petrol. Auto. Dark blue. Cream leather, sat nav, tow bar. Under MOT extension, drives superb. Please call 07787106490, Wales.
102912

XJ

1994, 122000 miles, £1,250. Gold, 12 months MOT, starts and runs well, service history, original handbook, excellent running renovation project. Please call 01822890794, South West.
102973

XJ

1958, 96000 miles, £3,500. XJ-SC Cabriolet, 3.6 manual. Owned 12 years, in this period, all suspension, ss exhaust, all brakes, chassis hangers and radius arms, front drop links, quad headlights, ECU and full diagnostic check, fuel pump and filter, targa tops and boot retrimmed, wheel bearings. Lots of spares, workshop manual and restoration book. Last year respray and underseal + 4 new tyres. Not concours but very very nice ultra reliable Jaguar. Allways garaged. May take superb MG TF in part ex (not silver). Please call 01744 637052, North West.

103303

XJ

1988, 53000 miles, £2,950. 2.9 Auto in golden sand metallic. Immaculate bodywork. Drives beautifully. Genuine mileage, MOT April 2021. Cloth interior, alloy wheels, nearly new tyres. Sale by Jaguar club member due to ill health. Please call 07906 724815 , North West.

103306

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1992, 136200 miles, £2,995. FSH. mot till March 21.No advisories. Very good condition inside and out with regency red exterior with electric sunroof and cream with red piping leather interior. Drives superbly. First to see will buy. Please call 07598791860, East Midlands.

102513

XJ

1976, 68000 miles, £4,750. One of a kind. One owner. Runs well. Resprayed. Original cream leather interior. Vinyl roof. Sold as seen. Reluctant sale. Please call 07808 929300, East Midlands.

102394

XJ6

1996, 80156 miles, £10,964. Jaguar XJ6. Color is Blue . 4 Doors. 5 Occupants. Please call 351910938663, Portugal.

102386

XJ8

2002, 15500 miles, £1,500. Lovely to drive. New altanator, and battery. Good condition. Please call 07788100376, South East.

103268

THE XJS REBORN
KWECARS.COM 01635 30030

XJS

1986, 95154 miles, £27,000. Rust free rare model XJS full service history .Every MOT from 1989 thousands invested making this a great car for both enjoyment and long term investment. Increasing values. Please call 07597885846, North West.

103001

XJS

1995, 73000 miles, £25,950. Many features include, later AJ16 4.0 engine with improved performance, electric seats, electric mirrors, electric hood, cruise control, trip computer, air conditioning, heated rear window, All owners manuals, Spare set of keys and only featured on the celebration models a half wood wheel, wood gear selector, embossed seats and stunning diamond turned polished celebration wheels. Please call 01435863800, South East. (T)

103138

XJS

1989, 12000 miles, £47,500. This vehicle is in impeccable condition and has features such as, trip computer, cruise control, electric mirrors, heated rear window, Front fog lights, twin headlamps, wood tbar gear selector, trim matching tonneau cover, Full size spare wheel, 15" rare factory chrome Jaguar lattice alloys and many other refinements you'd expect from the first year of the Jaguar XJS convertible. Please call 01435863800, South East. (T)

102891

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Jaguar Specialists

AA

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Open Mon -Fri 9.30am- 6pm,
Sat 9.30-5pm, Sunday by appointment
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Mill Road, Stokenchurch, High Wycombe,
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2014 (64) Jaguar XK 5.0 V8 Supercharged Dynamic R 2dr 6 months warranty, 12 months MOT, Full dealership history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Metallic Ultimate
.... **£36,980**

2012 Jaguar XK 5.0 V8 Portfolio 2dr

6 months warranty, Full dealership history, Excellent bodywork, 10-Way Electric Front Seats - Excellent Condition, Tyre condition Excellent, Front & Rear Parking Aid, Red,.. .... **£29,995**

2016 (66) Jaguar F-Pace 3.0 V6 Supercharged S (AWD) 5dr
6 months warranty, Full service history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Black, 3 owners,
.... **£34,995**

2012 (62) Jaguar XK 5.0 V8 Artisan 2dr

6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Polaris, 3 owners
.... **£30,995**

2017 Jaguar XF 3.0 i V6 Supercharged S (s/s) 4dr**
Full dealership history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Grey, 3 owners
.... **£25,995**

2012 (62) Jaguar XK 5.0 V8 2dr

6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Frost
.... **£25,995**

2009 (09) Jaguar XKR 5.0 Supercharged 2dr
Alarm, Alloy Wheels (20in), Climate Control, Cruise Control, Electric Windows (Front), Heated Front Screen, In Car Entertainment, Metallic Ultimate, 5+ owners,
.... **£23,995**

2011 Jaguar XKR 5.0 Supercharged 2dr
6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, 10-Way Electric Front Seats, Tyre condition Excellent, Black,
.... **£24,995**

2009 (09) Jaguar XKR 5.0 Supercharged 2dr
This Beautiful 2009 XKR has been face lifted with 2012 Lights including 20" Venom Alloys,Reversing Camera, 2014 Dynamic Recaro Seats, Adaptive Cruise Control. Full service history, Excellent bodywork, Full leather interior, Metallic Ultimate, 3 owners... **£22,995**

2009 (09) Jaguar XKR 4.2 2dr ** 27000miles FJSH,BIG SPEC**
6 months warranty, Full dealership history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Midnight, 3 owners........ **£21,995**

2006 (06) Jaguar XKR 4.2 S 2dr
**** Final Edition****
6 months warranty, Service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Pacific, 2 owners
.... **£19,995**

2007 (57) Jaguar XKR 4.2 2dr
****SALSA RED/IVORY****
6 months warranty, Full service history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Salsa, 2 owners
.... **£19,995**

2007 (57) Jaguar XKR 4.2 2dr
****LOW MILEAGE, BIG SPEC****
6 months warranty, Full service history, Clean bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Midnight, 3 owners
.... **£19,995**

2006 (06) Jaguar XKR 4.2 S 2dr
Recaro's/Adaptive Cruise
6 months warranty, Full service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Liquid,
.... **£19,995**

2012 (62) Jaguar XF 5.0 V8 Supercharged XFR (s/s) 4dr 6 months warranty, 12 months MOT, Full dealership history, Excellent bodywork, Interior - Excellent Condition, Tyre condition Excellent, Metallic Kyanite, 3 owners,
.... **£18,995**

2009 (59) Jaguar XK 5.0 V8 Portfolio 2dr
Alarm, Alloy Wheels (20in), Climate Control, Cruise Control, Electric Windows (Front), Heated Front Screen, In Car Entertainment, Full leather interior, Metallic Indigo, 3 owners
.... **£17,995**

2004 (54) Jaguar XKR 4.2 2dr *STUNNING CLASSIC* 6 months warranty, Service history, Excellent bodywork, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Ultraviolet, 5+ owners **£17,995**

2009 (09) Jaguar XK 5.0 V8 Portfolio 2dr
6 months warranty, 12 months MOT, Service history, Full leather interior - Excellent Condition, Tyre condition Excellent, Metallic Zircon
.... **£16,995**

2014 (14) Jaguar XF 3.0 TD V6 S Portfolio Sportbrake
6 months warranty, 12 months MOT, Full dealership history, Full leather interior, Metallic Carnelian, 2 owners
.... **£15,995**

AA Approved Dealer

All cars sold with:
- Full MOT
- Full Service
- Pre-delivery inspection

36 month parts and labour warranty available on all Jaguars

www.chilternjag.co.uk

XJS

1995, £32,500. Fitted with 20 spoke diamond cut polished wheels and many other Jaguar extras as well as the usual refinements. Some include, headlight jet washers, half wood wheel, 6 CD stacker, inlaid wood, space saver spare wheel, heated lumber support seats. There are 2 sets of keys present with 2 remote fobs. A full genuine Jaguar tool kit, owner manuals and wallet and the original colour interior matching tonneau cover. Please call 01435863800, South East. (T)

103139

XJS

1994, 53325 miles, £34,950. Unusual Spindrift white with tan leather hide trim, brown piping and contrasting tan roof. Stunning V12 model with lots of features such as Cruise control, trip computer, heated rear window, unmarked diamond cut and polished jaguar 5 spoke alloys with gold inlays, factory rear spoiler wood gear selector, twin air bags, colour coded grill, air conditioning, headlight surrounds and wing mirrors, two sets of keys, all owners manuals ,fantastic low mileage vehicle with history to confirm its current mileage. Please call 01435863800, South East. (T)

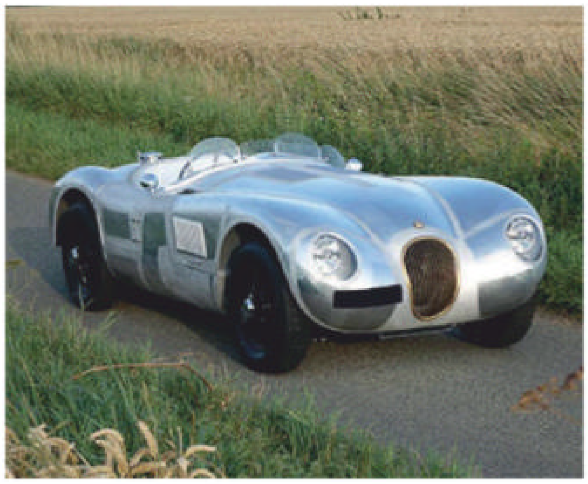
103140

XK

POA. XK140 dhc 2DR Manual. Currently carrying out work to this vehicle. U.K. Registered. Can be sold as is or built to customers own spec. Please call 07774261674, East Midlands.

103323

XK



POA. This is a truly stunning car that has been built by our skilled team and is now ready for a new owner. We have developed a new fuel injection System which improves the cars performance, economy and reliability and this car has it fitted. Please call 07967 339424, East of England.

103326

XK8

97000 miles, £5,950. 1996 SK8. Convertible Antigua Blue. 2 owners from new. Jaguar main dealer service history. Private Sale. MOT May 2021 Beautiful condition. Please call 07771566688, East Midlands.

103157

XK8

2002, 70000 miles, £5,900. Good Original condition, 3 owners, drives very well, service history and bills, MoT, British Racing Green. Please call 07913512441 , Greater London.

103301

XK8

2003, 84000 miles, £8,500. One owner prior to me who maintained it regardless of cost at Jaguar Mayfair and an independent specialist. Drives with no faults. Engine and gearbox pull effortlessly all electrics work and air con is ice cold. Some very minor age related blemishes this is an immaculate example in the desirable colour combination, may swap for a good 4.2 XJR. Please call 01372 720439, South East.

103260

XK

2003, £11,500. Xk8 black 4.2 convertible ivory interior. 84k, service history, late 2003 4.2 V8 6speed auto, upgraded 20" sepang wheels. Lots done in ownership. Really lovely car. Please call 07887 365971 , South East.

102753

XK8

1997, 77000 miles, £5,000. MoT until August 2020, no advisories, new headlining, blue with ivory leather, looks good and runs well. Also includes personal number plate R1 RXK. Please call 07802 935914, South West.

102397

XK8

2003, 86600 miles, £8,750. 4.2 Coupe in Zircon Blue with Ivory Leather and Classic Burr wood trim. With Jaguar and Specialist service history. One former owner, mine for the last 7 years. In lovely condition. Please call 01892 832848 , South East.

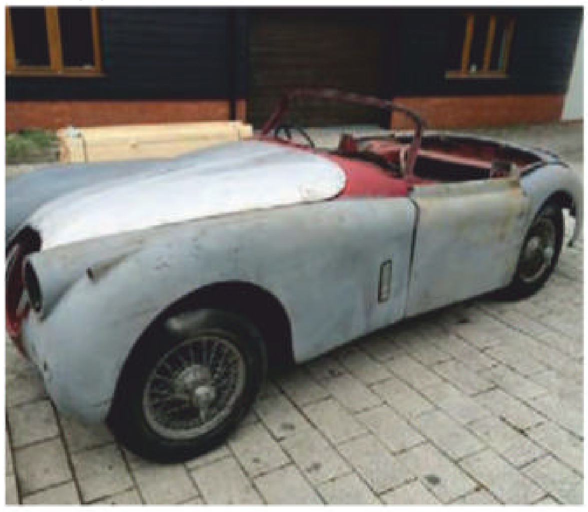
102326

XK120

1953, £85,000. DHC, LHD, SE model. British racing green with tan leather interior and fully line mohair hood. Chrome wire wheels, stainless steel exhaust. Fully restored some years ago with very little use since and in excellent condition. Please call 00353 12 888136, Ireland.

102827

XK150



£44,999. XK 150 Drop Head Coupe 2DR. This car is for restoration . Very complete. Minimal panelwork required. Please call 07774261674, East Midlands.

103320

XF

2008, 86000 miles, £7,500. Navy blue with cashmere seats. Full service history with Guy Salmon and Surrey Jaguar Centre. TV and high spec sound system. Please call 0208 942 3550, Greater London.

102996

XKR

87806 miles, POA. Coupe Lux 4.2 Super Charged V8, finished in Midnight with Warm Charcoal trim, stunning example from a private Jaguar collection. Very high specification including Keyless entry, 2 sets of keys, sat nav, premium sound system, Adaptive lighting, and more. Full and detailed Jaguar history including a recent full service, 426 BHP 2 previous owners, all new tyres. Please call 07815040038, South West.

102450

Spares

E-TYPE SI OVER RIDERS

£100. Front and back, as new, chrome. Please call 07580313669, South East.

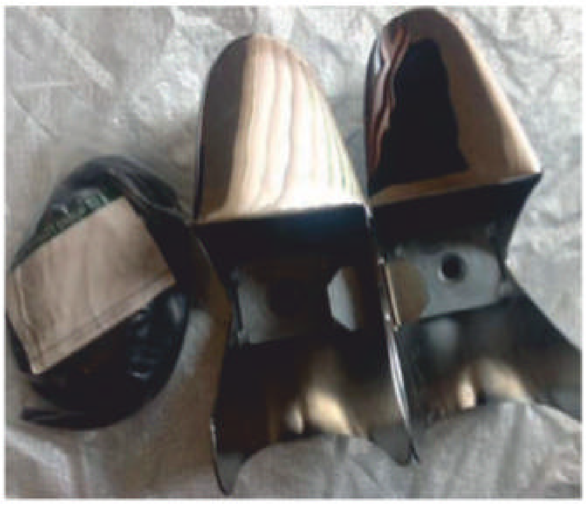
102816

E-TYPE HARD TOP

£3,500. With sun roof fits V12 roadster. Please call 01322 669081 , South East.

102735

E-TYPE SERIES I ROADSTER S & G BARRETT



£62. Mint, new not seconds with rubber. Please call 07837891426 , South East.

102846

E-TYPE NON STANDARD STAINLESS HEADER TANK

£90. Good condition. Series 1-2-3. Please call 07837891426 , South East.

103192

E-TYPE V12 CONVERSION

£1,250. A FULL SET OF HS8 CARBURETTORS TWO CONVERT AN E TYPE V12 THE CARBURETTORS HAVE BEEN STRIPPED AND CLEANED AND ARE READY TO BOLT ON. Please call 07704250258, North West.

103093

E-TYPE CARBURETTORS

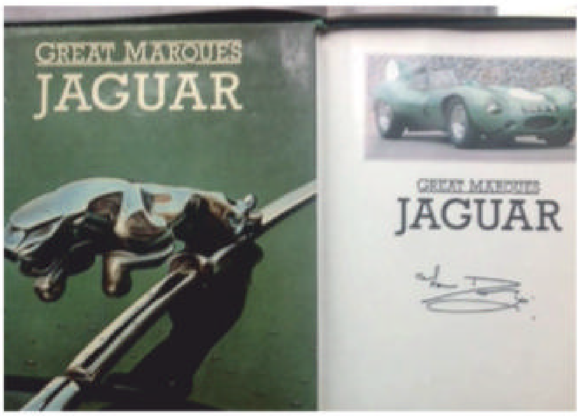
POA. Fully re-built. All original on new manifold. Concourse condition, suit 3.8/4.2. Also Austin Healey BJ8 carbs. Jaguar 420G and MK10 manifolds, lots of SU carbs for sale. I will also buy your old carbs. Please call 07952 230714, North East.
102701

CAR DOOR

£30. For jaguar/ Daimler XJ6. NSF. Electric window, solid condition. Please call 01724840026, East Midlands.
102990

Miscellaneous

JAGUAR BOOKS

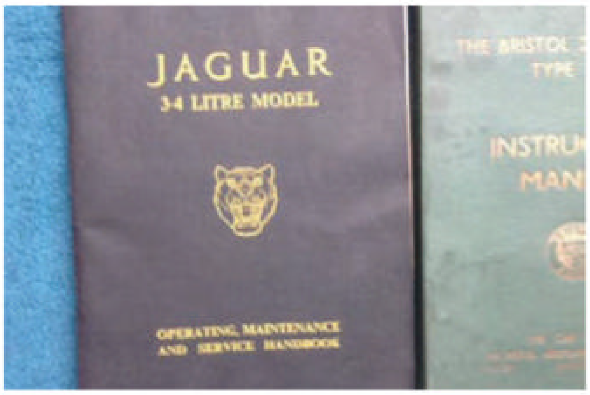


1952, £45. Jaguar great Marques by Chris Harvey signed by Norman Dewis famous Jag test driver he signed alongside Sterlings Faxmile sig they shared the Jaguar in the1952 Mille Miglia they crashed when lying Third the books have dust covers and are clean. Please call 07837891426 , South East.
102743

JAGUAR E TYPE KEY RINGS

£30. 3 classic Jaguar E type key ring leather early type made in England is on the back. Please call 02083997541, South East.
101643

JAGUAR SERVICE HAND BOOK



£38. 4 MK II service hand book very clean complete with maintenance chart. Please call 07837891426 , South East.
102638

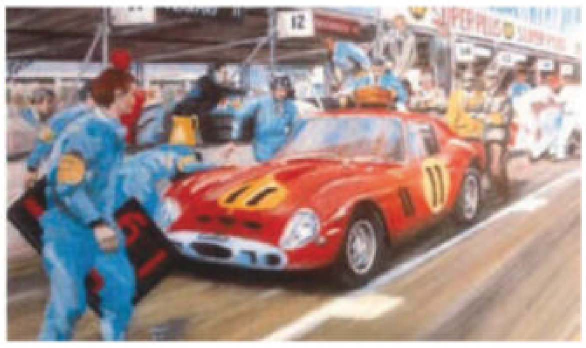
JAGUAR WORLD MAGAZINES

£100. Complete years 2008 to 2019 including some addition Spring/Summer issues. All in very good to excellent condition. Good reading with many service articles and reviews. Collection only due to weight and bulk. Please call 01892 832848 , South East.
103272

E PACE P300 MODEL

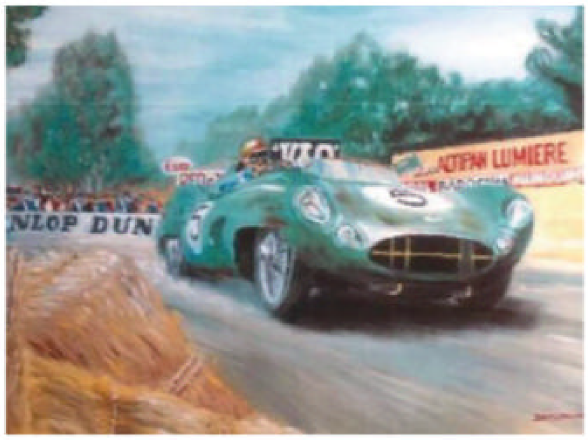
£1,600. Add a touch of individuality with this perfect registration number for the Jaguar E Pace P300 model. Please call 01636 830582, East Midlands.
103088

JAGUAR PRINT



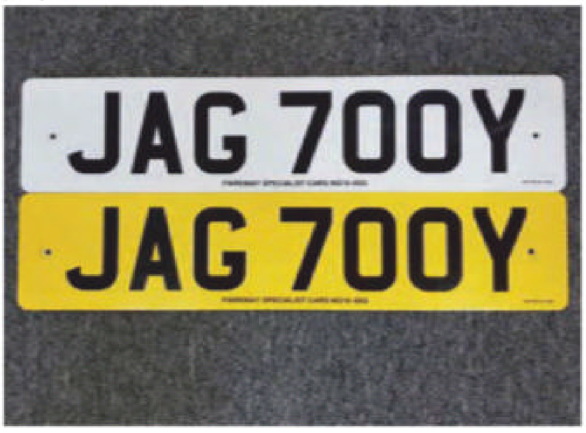
£65. 1963 RAC tourist trophy, goodwood. Signed and numbered limited edition print by Barry Bower No 29 of only 500. Dramatically depicting the pit activity as Graham Hill heads for victory in his Ferrari 250 GTO on 24 August approx. 24'' x 18''. Perfect condition for framing. Please call 02089425151, South East.
101562

JAGUAR PRINT



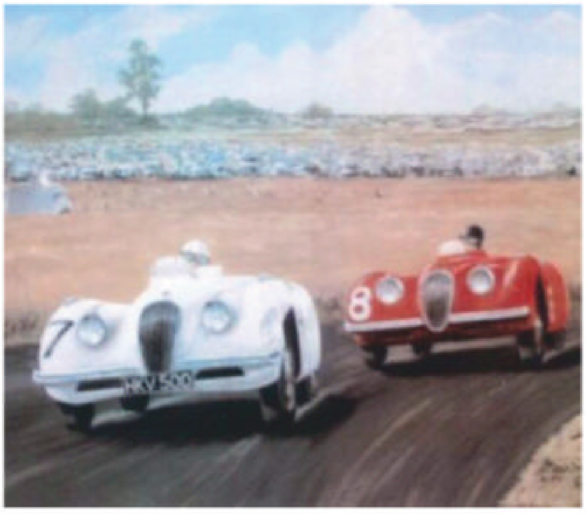
£65. Victory at Le Mans 1959, a dramatic signed and numbered limited edition print by Barry Bowyer No 14 of only 500 depicting Carroll Shelby exciting Tertre rouge in the winning Aston Martin DBR 1, co driven by Roy Salvadori approx. 29'' x 23'' perfect condition and ready for framing. Please call 02089425151, South East.
101563

NUMBER PLATE



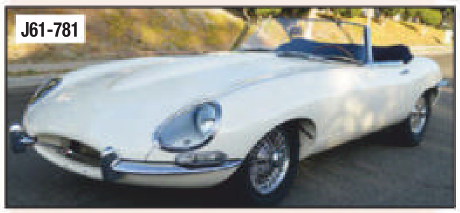
£500. Not on a vehicle,all paper work ready to go. Please call 07854833165, West Midlands.
102490

JAGUAR PRINT



£30. The sporting Jaguars-XK120 limited edition print by Ernest Moseling, one of an edition of 850, signed by the artist depicting the XK 120s of Johnson, Bira and Walker during the 1949 silversrtone 1 hour production car race where Johnson and Walker took 1st and 2nd places; Bira had been leading until a puncture forced his retirement. Please call 02089425151, South East.
101560

USA DEALER CLASSIFIEDS



1961 Jaguar-XKE Series 1 3.8 OTS

The restoration of this E-Type has completed! Please contact us for more information on this very special first generation E-Type Roadster! Numbered 781 in the first-year production run exhibits many of the early sought-after features like flat floors and welded louvers. Has been repainted in it's original Cream exterior with a Dark Blue interior and complimenting Blue top.

1988 XJ-SC V12 Cabriolet

20k miles since new. In great condition with an elegant Magnolia leather interior. Mechanically very sound, always maintained by local Jaguar specialists and garage kept. 3 /4 automatic transmission, power steering and brakes, power tinted windows and door locks; Burl Walnut trim inlaid with contrasting matching wood inserts; leather upholstery, air-conditioning, driving lights, security system, traction control, rear defogger, cruise control, chrome Sport spoke wheels. Classic Showcase - Oceanside, California -www.classicshowcase.com - T:001 760758 6100

1969 Jaguar-XKE Series II 4.2 OTS

This elegant 1969 Series II E-type was purchased by its previous owner from a local Jaguar enthusiast who had brought the car out of longtime storage in New England. Sometime later, he took the XKE to his local restoration shop where they performed the initial service to get the car driveable, and to verify the original mileage was in fact 17,052. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1950 Jaguar XK-120 3.4 Alloy Roadster

Classic Showcase is pleased to offer one of the rarest classic Jaguars available in the world today, the Alloy-bodied XK-120 Roadster. The car offered here, chassis number 670121, is one of the hundred eighty-four delivered with left-hand drive, out of a total of 242 Alloy-bodied cars produced. A nice example of the rarest of all early patterned Aluminum bodied cars with steel disc wheels, and distinctive rear mudguard spats Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1956 Jaguar D-Type 4.2

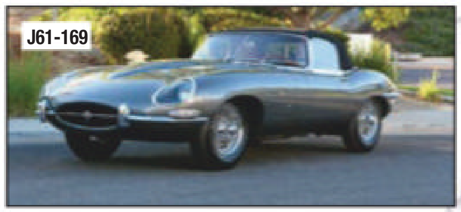
This spectacular Jaguar D-Type re-creation features a fresh restoration to a very exciting, and rare model. This is a fun car for driving or rallying, and more importantly available at a fraction of the prohibitive cost an original D Type would command today. Don't miss this opportunity to experience one of Jaguar's most elite classic models!. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1962 Jaguar Mark II 3.8 Sedan

Carefully stored in Southern California since the early 70s, and has received a fresh respray to a highly desirable color of British Racing Green, Tan custom tailored and fit interior. The car has also been stripped to bare metal and placed on a rotisserie, its metal was finished, and leaded. All body parts were fitted to the car and chrome, then prepared for primer, sealer, paint, base, and clear, and was color sanded and buffed to a fabulous finish. The engine was rebuilt back to factory specifications. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1963 Series 1 3.8 OTS

Classic Showcase restored this beautiful E-type to a Show/ Driver level. Meticulously maintained, well cared for, and kept as a part of a large collection. This E-type is in a very rich color combination of Black & Tan. A DVD of the restoration process does accompany the vehicle. This is a fabulous example of a Show/ Driver for any Jaguar enthusiast to admire and enjoy. California - www.classicshowcase.com - T:001 760758 6100



1961 Jaguar-XKE Series 1 3.8 OTS
Outside Bonnet Latch

This incredible first-generation outside bonnet latch XKE, which is correct and proper, has recently completed its restoration to the highest standards of show-level correctness! It's not every day that a first generation E-Type is available to purchase, and has the early sought-after features like flat floors, welded louvers, and an outside bonnet latch. Our team was very excited about restoring such a rare, unique piece of Jaguar history, and especially to locate one with such a stunning original color combination of gunmetal and red. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1958 Jaguar XK-150 3.4 FHC

This XK-150 features a matching numbers engine, and has been professionally restored by Jaguar Professionals. The transmission has been upgraded to a 4-speed to enhance your driving pleasure. The Coupe has been driven sparingly since it's restoration, and features fog lights, dual exhaust, 2 SU carbs with a beautiful biscuit interior and is ready to show drive, or add to a collection as a good investment. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1967 Jaguar-XKE Series 1 4.2 OTS

(with hard top) This 1967 Series 1 E-Type roadster is an incredibly preserved, numbers matching with believed to have only 29,863 original miles as stated from the previous long term owner. It presents in a truly stunning condition of Old English White paint, a matching white hardtop, excellent black soft top, and black leather interior. Jaguar Connection had restored, and maintained, this vehicle for its previous owner. It was stored in a climate controlled facility and driven sparingly. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760 758 6100

1958 Jaguar XK-150 3.4 OTS

Built June 1958, wearing highly attractive Old English White paintwork over a Red Leather interior with a Fawn top. Restored to this very color scheme in recent years by Jaguar Professionals. Included with the car is a Jaguar factory service manual, wheel hammer, and a selection of documents.. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760 758 6100

1958 Jaguar Mark I 3.4 Saloon

This highly original Mark I Saloon still presents in its original color combination of Black and Cinnamon. Its leather interior has been kept in its original condition, showing slight patina, which is normal for a car of this age. The rest of the interior is just as original, from its polished wood dash and steering wheel, split bench seating, and its Smiths gauges. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760 758 6100

1954 Jaguar XK-120 3.4 SE OTS

Born on the 9th of December 1953, this numbers matching special XK-120 SE has been ground-up restored, to correct standards, with a great deal of time invested into the body and paint work alone. The core car was an extremely original car with all the proper dates on the Lucas electronics to support the build date. Ready for the discerning collector who only wants the best of the best.Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1951 Jaguar 'LT1' 3.4 Roadster Recreation

The very special Roadster presented here is a faithful recreation of a very famous car that is steeped in rich Jaguar automotive history. In 1951, as William Lyons was preparing Jaguar's upcoming C-Type model for entry at Le Mans, he ordered (3) XK-120 "Special Works" models as an insurance policy in the event the C-Type would not be ready in time for the upcoming Le Mans race. classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100

1965 Jaguar XKE Series I 4.2 OTS

It is not often that you find an E-Type with less than 30,000 miles that is original as this car. This would be a spectacular car to perform a preservation restoration to or you can take it to a high level show car if you wish. Classic Showcase - Oceanside, California - www.classicshowcase.com - T: 001 760 758 6100

1966 Series 1 4.2 OTS

This numbers-matching, one-owner High-Level Driver XKE features a striking Opalescent Gunmetal over Black color combination, and remains in it's original but unmolested condition. This is from the family of the most desirable of the Series 1 examples. The E-Type comes with a Jaguar Heritage certificate, receipts and records documenting it's service history. California - www.classicshowcase.com - T:001 760758 6100

1965 XKE Series 1 4.2 OTS

This restored numbers-matching 1965 Jaguar E-Type Roadster is a great High-End Driver level car, with a very elegant look that is ready to drive and enjoy for the upcoming 2019 season! Built on January 18, 1965 it was dispatched February 1st, 1965 and sold to Ellis McClenny from Jaguar Cars in New York. It is the 502nd 4.2L LHD OTS built. California - www.classicshowcase.com - T:001 760758 6100

1971 Jaguar-XKE Series II 4.2 FHC

This limited owner 1971 Jaguar Series II XKE Coupe is the last production run equipped with the 4.2-liter six-cylinder twin overhead cam engine producing 180 hp. Also equipped with a 4-speed synchromesh transmission, 2-side draft Stromberg carburetors, 4-wheel independent suspension with double A arms, torsion bars in the front, 4-wheel servo assist disc brakes, and power steering.

1990 Jaguar XJS V12 Convertible

This fiery Signal Red Jaguar XJS stands in a great preserved condition, and comes dressed in its original, brilliant Signal Red exterior over a beautiful Tan leather interior. The XJS' V-12 engine and 4-speed automatic transmission are a powerhouse combo ensuring a silky smooth and quiet drive. This example is ready to be driven, shown, or simply as a great latter-day Jaguar classic to add to your collection. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760 758 6100

1959 Jaguar XK-150 S 3.4 OTS

A numbers-matching car that is not only one of the marque's most elegant Roadsters ever produced but is a highly desired example steeped in a rich history. Great original color combination of a Black exterior over a Red interior. It is 1 of approximately 888 examples produced. The 'S' designates this car as a Special Equipment Model with twin exhaust and wire wheels.

1966 Jaguar-XKE Series 1 4.2 FHC

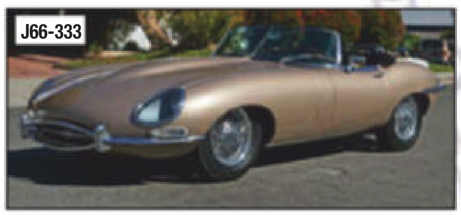
This Opalescent Silver Blue Series 1 E-Type Fixed Head Coupe is a matching-numbers (2) owner since new Colorado car that has just recently completed a comprehensive Show/Driver Show Car rotisserie restoration to very high standards. While the car can be driven as desired, this Coupe's restoration was focused on show competition, and stands as an excellent candidate for Concours showing. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:0017607586100

1967 Jaguar 340 'Mark II' 3.8 Sedan

It is very rare to find such a beautiful original example on the market today, especially one with very long-term ownership who cared for this Sedan, keeping it just as beautiful as the day it was built. This is a great Jaguar that should go to a collector that is going to be proud to be its next caretaker for years to come. This beautiful 340 Jaguar will come with a recap of all its major service during its past ownership from 1968 to December of 2018. Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100

1961 Jaguar-XKE Series 1 3.8 OTS

Classic Showcase has just completed a comprehensive no-expense-spared, nut and bolt rotisserie restoration to the 132nd Jaguar E-Type Roadster ever produced! This first-year production run example exhibits all the early sought-after Series 1 features these cars are known for, including flat floors, welded louvers, and outside bonnet latches. This E-Type is an excellent candidate for campaigning in your favorite Show or Concours event, making it a wonderful choice for the discerning Jaguar collector looking to pedigree an exceptional, first-generation E-Type! Classic Showcase - Oceanside, California - www.classicshowcase.com - T:001 760758 6100



1966 Jaguar-XKE Series 1 4.2 OTS

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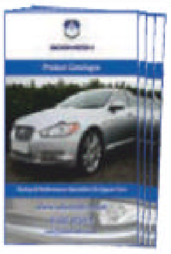

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FINISHING LINES

The Group A XJ-S wins its final major race, Bathurst, 1985

JUST ONE year after TWR's Tom Walkinshaw won the European Touring Car Championship with the XJ-S, the car's racing career was practically over; for the 1985 season, TWR would concentrate on the Rover Vitesse as well as taking over Jaguar's World Sportscar Championship effort from the American team, Group 44.

But, the big V12 coupe did enjoy one last significant victory before it was put out to pasture – the 1985 Bathurst 1000.

The circuit was born in the late Thirties as a tourist drive that climbed Mount Panorama to the south of Bathurst, New South Wales. The first race there was the 1938 Australian Grand Prix, which was won by future Jaguar Le Mans-winner Peter Whitehead, in a supercharged ERA.

"It's a really fine track," said Whitehead to *The Western Times* newspaper afterwards. "It has fast and slow corners and long straights that enable a car to make up lost time."

First held at Mount Panorama in 1963, the 1000km touring car race soon became an important fixture in Australia's motorsport calendar. Thanks to the complicated layout of the street circuit plus the high speeds the cars reach, the Bathurst 1000 soon became the pinnacle of Australian motorsport. When the 1984 event included a Group A category (the same as the ETCC) with a view to making it universal the following year, it began to attract more international entrants than ever before. This included Tom Walkinshaw, who accepted a drive in an XJ-S belonging to a local legend, John Goss.

After qualifying tenth, a burnt clutch left Walkinshaw unable to move off the line and he was immediately hit by the Chevrolet Camaro of John Tesoriero. With the track blocked, the race had to be stopped.

Walkinshaw was unable to make the restart, his car wrecked, but as the Scot watched from the sidelines he vowed to return and show the Aussies what his TWR XJ-S was capable of.

Three cars were built specifically for the 1985 Bathurst 1000 in October. Car number 8 was driven by Walkinshaw and Win Percy, number 9 by Jeff Allam and Ron Dickson, and John Goss and Armin Hahne had car 10.

With Walkinshaw on pole and Allam second, both got off the line together, although the latter was soon overtaken and dropped down to fifth. Disappointingly, engine failure saw the end of Allam's race after a mere three laps, but Walkinshaw carried on unabated, taking command of the race and building up a strong lead. After qualifying sixth, Goss was soon up to second despite damaging the car's nose after running into a Holden Commodore that had suddenly slowed because of a broken distributor.

Despite the constant threat from both the works and private BMW 635CSis, plus the Commodore V8 of the legendary multiple winner Peter Brock, the Jaguars remained in first and second position.

But, with just an hour to go and after taking over from Percy, Walkinshaw was soon back in the pits with a damaged oil cooler. Replacing it took three laps, dropping him down to seventh. Yet, just how Whitehead had explained 47 years earlier, Walkinshaw was quickly able to make up the lost time, charging through the field to third, where he finished behind the BMW 635CSi of Roberto Ravaglia and Johnny Cecotto.

Meanwhile, at the front, and despite a collapsing seat squab, Goss enjoyed a 47.7-second lead over the German car, taking the chequered flag in six hours, 41 minutes and 30 seconds. "You have to keep pinching yourself when something like this happens," the Australian said after the race.

Following a handful of races in Japan and New Zealand (none of which it won), the Group A XJ-S was finally retired in 1987.

Together with the 1984 ETCC Championship, the 1985 Bathurst 1000 victory remains one of the XJ-S' greatest achievements and further proof that it was one of the decade's greatest touring cars.

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